

National Register Evaluation of Nebraska Bridges 1947 to 1965

**(including the reassessment of select
pre-1947 bridges)**

Report prepared for

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Executive Summary

The *National Register Evaluation of Nebraska Bridges 1947 to 1965* report is the culmination of the Historic Bridge Inventory update of Nebraska bridges. This project is part of the Nebraska Department of Roads (NDOR) efforts to update its inventory of historic bridges. The purpose of this report is to identify bridges that meet National Register of Historic Places (National Register) Criteria. The inventory evaluated 1,405 bridges built during the subject period, as identified in the Bridge Inspection System of Nebraska (BISON), for their potential to have significance applying one or more National Register Criteria. Bridges that meet one or both criteria are recommended eligible for the National Register.

Previous phases of the inventory included the preparation of a historic context, development of an outline of the National Register evaluation methodology, and completion of the pre-field analysis to select bridges for field survey and further research. The 302 bridges selected for field survey had characteristics indicating possible eligibility for the National Register and further documentation was required to determine National Register eligibility.

On April 13, 2007, representatives of NDOR; Nebraska State Historical Society, State Historic Preservation Office (SHPO); Federal Highway Administration (FHWA); select county highway representatives; and Mead & Hunt met to apply the National Register Criteria and establish eligibility recommendations for the bridges constructed from 1947 to 1965. NDOR, FHWA, and SHPO determined that 30 bridges were eligible under *Criterion C* and six bridges were eligible under *Criterion A*. Four of these bridges were eligible under both *Criteria A* and *C*. Four bridges from this period have already been listed or determined eligible. The list of 36 eligible/listed bridges is included in Appendix B and Historic Bridge Inventory forms for eligible bridges are included in Appendix C. Field survey determined that 11 bridges were nonextant, replaced or in the process of replacement. The remaining bridges were determined to be not eligible.

A second component of this project was the reassessment of 46 bridges from the 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* that had an undetermined National Register-eligibility status. NDOR, FHWA, SHPO, and county representatives reviewed these bridges at the April 13, 2007, meeting and recommended two bridges as eligible.

The results of the evaluation of the 1947-to-1965 bridges and the reassessment bridges are included in this report. Survey data and eligibility recommendations are recorded in the Historic Bridge Inventory database and Historic Bridge Inventory forms prepared as products of this study.

1. Introduction

A. Project background

The Nebraska Department of Roads (NDOR), in cooperation with the Nebraska State Historical Society, State Historic Preservation Office (SHPO), is updating its statewide inventory of historic bridges, a process involving the evaluation of the historic and engineering significance of 1,405 bridges built from 1947 to 1965. The inventory update is part of NDOR's ongoing efforts to document historic bridges and to identify bridges that are eligible for the National Register of Historic Places (National Register). This assessment process is mandated by federal preservation laws that require NDOR to consider historic properties, including bridges that are listed in, or eligible for listing in, the National Register when making improvements to the state's transportation system. Applicable laws include Section 106 of the National Historic Preservation Act of 1966 (as amended) and Section 4(f) of the U.S. Department of Transportation Act of 1966. The inventory update will facilitate NDOR's compliance with these laws and allow NDOR and SHPO to make informed and timely reviews of proposed bridge projects to determine effects on historic properties.

This inventory update is an extension of an earlier NDOR project that evaluated bridges built before 1947 and resulted in *Nebraska Historic Bridge Inventory*, 1991, and *Nebraska Historic Bridge Inventory Update*, 1996, as well as the National Register Multiple Property Document *Highway Bridges in Nebraska 1870-1942*.

B. Bridges being evaluated

The current project evaluated Nebraska highway bridges constructed from 1947 to 1965, allowing generous consideration of the 50-year guideline of the National Register. National Register eligibility was based primarily on the evaluation of bridge superstructures. For this study, the Bridge Inspection System of Nebraska (BISON) provided the basic data to identify, categorize, and analyze bridges.¹ NDOR uses BISON to record structural and inspection data for the Federal Highway Administration's (FHWA) National Bridge Inventory (NBI), as required by federal law. BISON follows the FHWA's *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*.

The use of some data items in BISON for historical evaluation is limited by particular coding rules used in both BISON and the NBI. To identify bridges in the subject period, the BISON database was filtered for year-built dates within the subject period of 1947 to 1965. In addition to the year-built field, BISON also includes a year-reconstructed field that records the date of a bridge's most recent reconstruction. The *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges* states: "for a bridge to be defined as reconstructed, the type of work performed, whether or not it meets current minimum standards, must have been eligible for funding under any of the Federal-aid funding categories." Examples of eligible work not considered to be reconstruction include safety features, painting structural

¹ A version of BISON from October 2006 supplied by NDOR was used as the baseline of data for this inventory and the preparation of the Historic Bridge Database.

steel, utility work, and bridge deck overlay. Following the coding rules, therefore, the year-reconstructed date is related to bridge improvements that are eligible for federal funding, but not necessarily related to structural issues of historical significance in terms of the National Register. Based on conversations with NDOR staff, bridges with a year-reconstructed date within the subject period were included in the study because the date *may* indicate the replacement of the superstructure, the main component of a bridge being evaluated for historical significance.

Considering these date issues, a list of 1,405 bridges from the period 1947 to 1965 was generated from BISON. These bridges were evaluated for the National Register as part of this inventory. Table 1 presents a categorization of these bridges by bridge type, using both type name and BISON numeric type code.

Table 1
Bridges in the inventory (1947 to 1965)
(As identified in BISON prior to field survey)

Concrete channel beam (122)	3
Concrete continuous box beam or girders (205)	2
Concrete continuous slab (201)	180
Concrete continuous tee beam (204)	3
Concrete girder and floor beam system (103)	2
Concrete rigid frame (107)	4
Concrete slab (101)	55
Concrete stringer/multi-beam/girder (102)	20
Concrete tee beam (104)	10
Prestressed concrete channel beam (522)	2
Prestressed concrete continuous beam/girder (602)	10
Prestressed concrete continuous box beam w/girders (505)	4
Prestressed concrete stringer/multi-beam/girder (502)	88
Prestressed concrete tee beam (504)	2
Steel continuous girder and floor beam system (403)	3
Steel continuous stringer/multi-beam/girder (402)	40
Steel deck truss (309)	1
Steel girder and floor beam system (303)	52
Steel stringer/multi-beam/girder (302)	519
Steel truss (310 and 410)	112
Wood/timber stringer/multi-beam/girder (702)	293
Total	1,405

Several small groups of bridges were not evaluated as part of this study, although they are identified in BISON and are from the subject period. NDOR and the SHPO agreed to exclude the following structures from the inventory:

- Culverts and pedestrian overpasses were excluded from evaluation.²
- Bridges owned and maintained by non-NDOR state agencies, local agencies, and private owners were excluded because NDOR does not expect to administer federal funds for these structures. A list of the bridges excluded from further analysis due to ownership is included in Appendix A.
- Structures with a year-reconstructed date in BISON after 1965 were excluded because the structure is not likely to be eligible for the National Register due to its recent age or lack of historic integrity.

² Excluded from evaluation in this study were culverts (coded in BISON Item 43 – span type with second and third digit codes = 19 or culvert) and pedestrian overpasses (coded in BISON Item 42 – type of service on = 3 pedestrian/bicycle and BISON Item 7 – facility carried by structure = pedestrian overpass).

2. Evaluation Criteria

This section addresses the criteria used for evaluating the significance of Nebraska's bridge population, from 1947 to 1965, and integrity considerations. Section 3 outlines the evaluation methodology. Eligibility recommendations in Sections 4 and 5 are based on National Register Evaluation Criteria and Integrity Considerations.

A. Applicable National Register Criteria

National Register Criteria for Evaluation, informed by the *Historic Context for Nebraska Bridges, 1947 to 1965*, were applied to bridges in the study pool. The historic context provides historical background on Nebraska bridges and transportation and establishes the framework for bridge evaluation.

The National Register Criteria for Evaluation, established by the National Park Service, are outlined in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* and *National Register Bulletin 16: How to Complete the National Register Form*. The particular relationship of each Criterion to Nebraska's bridges is described below.

- *Criterion A: Events – Properties that are associated with events that have made a significant contribution to the broad patterns of our history.*

Criterion A recognizes bridges that have an important association with single events, a pattern of events, repeated activities, or historic trends that are significant within the context of Nebraska's transportation and bridge-building history.

- *Criterion B: Persons – Properties that are associated with the lives of persons significant in our past.*

Criterion B recognizes bridges that illustrate the important achievements of a person who was significant in Nebraska's past. Structures must be compared to other properties associated with the work of the individual to identify those that best represent a person's historic contributions.

Architects, artisans, artists, fabricators, and engineers are often represented by their works, which are eligible under *Criterion C*. Therefore, the significant works of engineers or bridge-building firms are generally eligible under *Criterion C*, not *Criterion B*, and it is unlikely that bridges from the subject period are significant under *Criterion B*.

- *Criterion C: Design/Construction – Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.*

Criterion C recognizes bridges that have distinctive design or construction characteristics that demonstrate the following: (1) the pattern of features common to a particular class of resources, (2) the individuality or variation of features that occurs within the class, (3) the evolution of that class of resources, and/or (4) the transition between classes of resources. Most bridges will be evaluated under *Criterion C* because their significance involves design and construction.

- *Criterion D: Information Potential – Properties that have yielded, or may be likely to yield, information important in prehistory or history*

Criterion D is most often applied to archaeological properties and it is unlikely that any Nebraska bridges from the subject period would be eligible under *Criterion D*.

B. Integrity considerations

A bridge's historic integrity must also be considered when determining eligibility. According to *National Register Bulletin 15*, historic integrity is "the ability of a property to convey its significance." To be listed in the National Register, a property must not only be shown to be significant under the National Register Criteria, but it also must have integrity. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance. The overall integrity of a structure, as well as its character-defining features, are considered when evaluating National Register significance. Changes to character-defining features, such as the truss system of a truss bridge, will influence the assessment of a structure's overall integrity and ability to convey its significance more than changes to non-character-defining components, such as abutments.

Within the concept of integrity, the National Register Criteria recognize seven aspects or qualities that, in various combinations, define integrity. To retain historic integrity a property will always possess several, and usually most, of the aspects. The seven aspects of integrity, as considered for Nebraska bridges in the subject period are:

Location – The place where the historic property was constructed or the place where the historic event occurred.

Design – The combination of elements that create the form, plan, space, structure, and style of a property.

Setting – The physical environment of a historic property.

Materials – The physical elements that were used in the original design and construction of a bridge.

Workmanship – The physical evidence of the crafts used in the construction of a bridge.

Feeling – A bridge's expression of the aesthetic or historic sense of a particular period of time.

Association – The direct link between an important historic event or person and a historic property.

3. Methodology

The process of evaluating the 1,405 bridges involved three steps: pre-field analysis, field survey, and National Register evaluation.

A. Pre-field analysis

Information was gathered from the following sources to provide an understanding of the potential significance and historic integrity of bridges and to identify bridges for field survey.

- *BISON database:* BISON (Bridge Inspection System of Nebraska) is the NDOR bridge inspection database that catalogs location, and descriptive and structural information on all state highway, county road, and city street bridges within the state for the FHWA's National Bridge Inventory. Information recorded in BISON useful to National Register evaluation included year built and year reconstructed dates, bridge type, number of main spans, overall and main span length, and feature carried and feature crossed. Many of the year-built dates in BISON, particularly for the county bridges, appear to be estimated dates and many of these dates could not be updated due to a lack of available records.

Mead & Hunt used a filtered version of BISON, provided by NDOR in October 2006, which listed bridges built or reconstructed within the subject period, which was the basis for the Historic Bridge Database.

- *Bridge inspection photographs:* Bridge inspection photographs are available for most state bridges and some county and municipal bridges. The photographs aid in identifying and verifying non-BISON bridge types, such as plate girder versus I-beam; bridge types coded in BISON; aesthetic features, including decorative treatments or railings; and alterations.
- *Bridge inspection reports:* Bridge inspection reports provided little information not already incorporated into BISON. Older bridge inspection reports, largely from the 1970s and 1980s, are available for county bridges and some state bridges and can indicate alterations not otherwise identified.
- *Bridge plans:* Available bridge plans assisted in identifying character-defining features and alterations. As-built plans and subsequent plans indicated modifications and alterations. NDOR has few plans for county and municipal bridges. NDOR standard plans were reviewed to provide information on the types of structures that were commonly constructed by the state during the subject period and provided information on typical lengths and features.

After gathering basic information, the subject pool of 1,405 bridges was divided into three categories: field survey, not eligible, and listed/determined eligible. Each bridge was first analyzed as a component of a larger group, based on type. The degree of change to a bridge was weighed against its engineering and historical significance.

- *Field survey* – 302 bridges were selected for field survey based on the identification of features or characteristics that suggested National Register significance. Examples include, but were not limited to, unusual structure or main-span length, number of main spans, aesthetic treatment, date of construction, and potential historic significance.
- *Not eligible* – 1,099 bridges were determined not eligible and eliminated from further review, based on their common use in the state and lack of historic and/or engineering significance.
- *Listed/Determined Eligible* – Four bridges were already listed in, or determined eligible for listing in, the National Register. Three bridges (C007522105, NeHBS No. R000-072, C007910325 and C007910330; both NeHBS No. SFOO-040) are listed in the National Register and Bridge C000913725 (NeHBS No. BW00-067) was already determined eligible.

B. Field survey

The pre-field analysis identified 302 bridges for field survey. The field survey and documentation of these structures verified and updated BISON information and identified or confirmed character-defining and special features, alterations, and historical associations. Field survey information, digital images, and eligibility recommendations, are recorded in the Historic Bridge Inventory database and Historic Bridge Inventory forms. Table 2 lists field survey bridges by type.

Table 2
Bridges Selected for Field Survey *

Bridge Type	Number of Bridges
Concrete channel beam (122)	3
Concrete frame (107)	4
Concrete girder and floor beam system (103)	0
Concrete slab and continuous concrete slab (101 and 201)	27
Concrete stringer/multi-beam/girder (102)	2
Concrete tee beam and continuous concrete tee beam (104 and 204)	8
Continuous concrete box beam w/girders (205)	2
Prestressed concrete beam/girder and continuous prestressed concrete beam/girder (502 and 602)	22
Prestressed concrete channel beam (522)	2
Prestressed concrete continuous box beam w/girders (505)	4
Prestressed concrete tee beam (504)	2

Table 2
Bridges Selected for Field Survey *

Bridge Type	Number of Bridges
Steel deck truss (309)	1
Steel girder and floor beam system and continuous steel girder and floor beam system (303 and 403)	6
Steel stringer/multi-beam/girder and continuous steel stringer/multi-beam/girder (302 and 402)	119
Steel truss (310 and 410)	86
Wood/timber stringer/multi-beam/girder (702)	14
Total	302

* The number of bridges within a type may vary slightly from pre-field reports due to the reassignment of bridge type during field survey.

Field survey activities determined that 11 bridges were nonextant, replaced or in the process of replacement and therefore did not require further consideration.³

C. National Register evaluation

Post-field survey evaluation included:

- Review of field survey data and research for each bridge, including as-built plans and standard plans.
- Comparative analysis of bridges within subgroups, including construction date, location, integrity, and special features.
- Follow-up contacts with county highway departments for additional information.
- Application of National Register Criteria.

Following field survey and research, eligibility recommendations were made at an April 2007 meeting of NDOR, SHPO, FHWA, and select county representatives for the 1,405 bridges dating from 1947 to 1965.

³ The 11 bridges found to be nonextant, replaced or under replacement include C000807505, Boyd County; C001300505P, Cass County; S084 03381, Cedar County; S077 12541, Dodge County; U182503505R, Douglas County; C005213410, Keya Paha County; S075 03588, Nemaha County; S080 42966, Sarpy County; C008335510, Sioux County; C008901605, Washington County; and C008902110, Washington County.

The majority of bridges were evaluated and recommended eligible for state-level significance. It is difficult to assess post-1945 bridges within a national context due to limited data and studies from this period. Bridges carrying the Interstate Highway System have already been considered for National Register-eligibility under the provisions of the Historic Preservation Exemption for the Interstate Highway System and were not reevaluated as part of this study.⁴ The results of the application of the National Register Criteria and the eligibility determinations agreed upon by NDOR, SHPO, and FHWA are presented in the following sections.

⁴ The Historic Preservation Exemption for the Interstate Highway System is included in Section 6007 of SAFETEA-LU reauthorization legislation, effective on March 10, 2005. Bridges crossing over Interstate highways were not assessed as part of the Interstate Exemption process and are included in this study.

4. Recommendations for National Register Eligibility of Bridges Constructed Between 1947 and 1965 Applying *Criterion C*

Thirty bridges are recommended eligible under *Criterion C* related to engineering. Eligibility recommendations were determined by representatives of FHWA, NDOR, and SHPO. The section is organized according to bridge type. Each bridge type subsection includes a summary of prior inventory findings, recommendations for eligibility, and reasons for recommendations of not eligible. Lists of eligible and not eligible bridges, organized by county, are in Appendix B and D, respectively. Historic Bridge Inventory forms for eligible bridges are in Appendix C.

A. Metal truss bridges

The number of metal truss bridges identified in BISON for this study includes 113 structures, or 8 percent, of all bridges being evaluated. Truss bridges were well established prior to the subject period, with standard designs commonly employed for both state and county bridges. Of the 113 truss bridges in the subject period, 93 percent are currently county-owned structures; however, many of these are believed to have been built as state bridges and subsequently relocated and/or transferred to county ownership. The 87 truss bridges field-surveyed for their potential to be eligible for the National Register represent four truss types: Camelback, Parker, Warren, and Pratt. Truss bridges were chosen for field survey based on their configuration (truss type), arrangement (overhead, pony, or deck), and unusual main-span length or overall structure length. During field survey additional or special engineering and design features were identified. Five truss bridges were found to be replaced or under replacement, and two were found to be located on the Interstate system and subject to the Interstate Exemption. As a result, 80 truss bridges are discussed in this report.

Bridges were included in the study if BISON had a year-built or year-reconstructed date from 1947 through 1965. Bridges with a pre-1947 year-built date, but a 1947-1965 year-reconstructed date, were included in the study because the year-reconstructed date *may* indicate a new superstructure within the study period.⁵ Field-survey and post-field-survey analysis, however, suggest that the year-built date is the accurate construction date for many metal truss bridges and the year-reconstructed date indicates a relocation or alteration.⁶

⁵ The assignment of year-reconstructed dates in BISON is discussed further in Section 1.B above.

⁶ The metal truss bridges selected for field survey involved several issues of complicated and inconsistent assignments of dates in BISON. Of the extant metal truss bridges selected for field survey, 36 have a year-built date that pre-dates the subject period and a year-reconstructed date between 1947 and 1965. Bridges that were built prior to 1947 are outside of the scope of this project and are understood to have been reviewed and evaluated as part of the 1991 *Nebraska Historic Bridge Survey* and the 1996 *Nebraska Historic Bridge Inventory Update*. Therefore, it is recommended that these bridges, with construction dates visually confirmed during field survey to be pre-1947, be excluded from additional evaluation. Truss bridges with a year-built date within the subject period include a number that are similar in appearance, including member size, to pre-subject-period trusses, suggesting that their year-built dates are not accurately recorded in BISON.

Camelback truss

One Camelback truss bridge, recorded in BISON with a year-built date of 1950, was evaluated in this study to determine its eligibility for the National Register. The Camelback, a subtype of the Pratt truss, was developed in the mid-nineteenth century and few were ever built in Nebraska. Character-defining features of the Camelback truss include the polygonal top chord with exactly five slopes in the upper chord and end posts, verticals in compression and diagonals in tension, and steel construction. The 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* evaluated 17 early Camelback truss bridges, resulting in listing one in the National Register, which is extant. Because this bridge was reported to be built in 1950, it was not evaluated in previous studies.

One pin-connected through Camelback truss (C007802365) is recommended eligible for the National Register under *Criterion C*. Although this bridge has a 1950 construction date in BISON, field survey and analysis indicate a much earlier construction date, probably before 1920, judging from the light weight of the individual members and the use of pin connections. It is possible that the 1950 date represents the year that this bridge was relocated to its present site, although relocation was not determined by field survey. The bridge is a significant representative of this unusual and early truss type in Nebraska. It embodies the characteristics of the type and it retains integrity of materials, design, and workmanship.

Table 3
Eligible Camelback Truss

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C007802365	SD00-337	1	Saunders	1950 (pre-1920 construction date assigned based on visual evidence)	Significant representative example of an early truss type that was uncommon in Nebraska.

Parker truss

Seven Parker truss bridges were identified for field survey. Of these, two have an assigned year-built date before 1947 and five have an assigned year-built date within the subject period. The Parker truss, a long-span subtype of the Pratt truss, was developed in the mid-nineteenth century; however, the bridge type was never commonly used in Nebraska. The 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* evaluated 14 early Parker truss bridges; four were determined eligible for the National Register, of which three are extant.

The Parker trusses were surveyed because they represent a truss configuration not commonly used in Nebraska. Character-defining features of the Parker truss during the subject period include the polygonal top chord, verticals in compression and diagonals in tension, inclined end posts, steel construction, heavier bridge members, gusset plates at the connections, and rigid (usually riveted) connections.

None of the Parker truss bridges constructed during the subject period are recommended eligible for the National Register under *Criterion C* because they are undistinguished examples of an established bridge type with no distinctive engineering features; three were built using NDOR's standard detail plans.

Pratt truss

The Pratt truss was developed in the mid-nineteenth century and used in Nebraska throughout the subject period. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* identified 442 early Pratt truss bridges; 30 were determined eligible for the National Register. Of these, 22 are extant. For this study, 59 Pratt trusses, including 50 pony trusses and nine overhead trusses, were identified for field survey and further consideration for National Register eligibility based on overhead arrangement, connection type, and unusual length of main span or structure. Character-defining features of the Pratt truss during the subject period include the Pratt truss arrangement, verticals in compression and diagonals in tension, parallel top and bottom chords, heavier members, gusset plates at connections, and pinned or riveted (rigid) connections. Of the 59 Pratt truss bridges surveyed, 25 with reconstruction dates within the subject period were confirmed to have been constructed prior to the subject period and thus had been evaluated in previous studies. The remaining 34 have year-built dates during the subject period; however, field survey and analysis indicated that many were constructed prior to 1947. Because these bridges were reported to be built post-1946, they were not evaluated in previous studies. Of the Pratt trusses constructed during the subject period, five are recommended eligible for the National Register for the engineering features they incorporate in this established bridge type.

Two Pratt trusses (S094 00025, Thurston County; S067 05206, Otoe County) are recommended eligible for the National Register under *Criterion C* as long examples of the rigid-connected (riveted) Pratt through-truss type with a skewed portal, which is a special engineering design feature. Constructed in 1951 and 1955, both have main spans longer than that of the previously listed trusses, indicating engineering that pushes the design to its maximum limit. The skewed portal is a significant engineering variation on the traditional skewed truss. In the conventional approach, the two truss units in the structure are offset, thus creating a skew (with skewed floor beams) for the entire length of the bridge. In these two examples, the trusses are aligned for all panels (with perpendicular floor beams) except the end panels, which are skewed. Both bridges retain integrity of materials, design, and workmanship.

Bridge C007614620 is recommended eligible for its exceptional engineering for the type, involving number of spans and length of main span. Most rigid-connected Pratt pony truss bridges are single spans or single main spans with girder (non-truss) approach spans. This bridge includes three rigid-connected (riveted) Pratt pony-truss spans. In addition, this example has a main span of 101 feet, which is exceptionally long for a pony truss and especially a pony truss with parallel top chords instead of polygonal top chords. It retains its integrity of materials, design, and workmanship.

Bridges C001123405 and C001111435, Burt County, are recommended eligible because they demonstrate a significant technological innovation within the bridge type. Both bridges, constructed in 1960 and 1961, respectively, have welded connections instead of pinned or riveted connections. Each truss of each bridge was fabricated offsite in two all-welded halves using rolled beams. The halves were transported to the site and bolted together during the erection process. While all-welded bridge fabrication was employed nationally beginning in the 1930s and 1940s, it was rarely used in Nebraska and then usually for built-up girder bridges. Welded connections required a testing technology to ensure safe and secure welds, and bridge welding was beyond the capability of general welding shops. These two examples are the only all-welded truss bridges identified in Nebraska. In addition to representing an innovative technology, they also point to the existence of a local or regional fabricator with the sophisticated arc-welding capability necessary for safe bridge work. Both bridges retain integrity of materials, design, and workmanship.

The remaining Pratt truss bridges are recommended as not eligible for the National Register under *Criterion C*. These were determined not eligible because they are undistinguished examples of an established bridge type without any indication of distinctive engineering features.

Table 4
Eligible Pratt Truss

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
S094 00025	TS00-101	3	Thurston	1955	Unusual span or structure length indicating exceptional engineering for the site; skewed portal is a special engineering feature.
S067 05206	OT05-011	1	Otoe	1951	Unusual span or structure length indicating exceptional engineering for the site; skewed portal is a special engineering feature.
C007614620	SA00-207	1	Saline	1961 (pre-1940 construction date assigned based on visual evidence)	Exceptional engineering reflected in three-span structure with unusually long main span for type.
C001123405	BT00-099	3	Burt	1960	All-welded truss fabrication represents a rare Nebraska example of an innovative technology.
C001111435	BT00-098	3	Burt	1959	All-welded truss fabrication represents a rare Nebraska example of an innovative technology.

Warren truss

The Warren truss was developed in the late nineteenth century and continued to be used into the subject period. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* evaluated 46 early Warren truss bridges; 12 were determined eligible for the National Register, of which seven are extant. Warren trusses from the subject period were selected for field survey under *Criterion C* if they represented an unusual arrangement (overhead), length greater than 100 feet for pony trusses, or 160 feet for overhead trusses. Twelve Warren trusses were identified for field survey and further consideration for National Register eligibility. Six of the field survey bridges were constructed prior to the subject period and have a reconstructed date within the subject period. These are not being reevaluated because their design and construction are consistent with those pre-dating the subject period and they were included in the earlier study. Six have a year-built date within the subject period and these have been evaluated for National Register eligibility. Most of these are similar in design and construction (including member size) to pre-1947 Warren trusses. Character-defining features of the Warren truss during the subject period include parallel top and bottom chords, inclined end posts, diagonals in tension, heavier members, steel construction, gusset plates at the connections, and riveted connections. Significant variations of the Warren truss type include polygonal top chords, double-intersection trusses, and deck-truss arrangements.

One Warren truss bridge (C007423310, Richardson County) is recommended eligible for the National Register under *Criterion C* because it represents a significant variation of features within the bridge type. Bridge C007423310 features a polygonal top chord, a significant variation within the type, and a long main span (100 feet) that represents the maximum span length for the type in the subject period. The bridge retains its integrity of materials, design, and workmanship.

The other Warren truss bridges are recommended as not eligible for the National Register under *Criterion C*. These bridges were determined not eligible because they are undistinguished examples of an established bridge type and do not have distinctive engineering features.

Table 5
Eligible Warren Truss

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C007423310	RH00-540	1	Richardson	1953	Polygonal top chord represents significant variation within type; span length represents maximum possible for this type.

Prefabricated modular truss

One prefabricated modular truss was identified for field survey and further consideration for National Register eligibility. Prefabricated modular designs were developed largely in the 1930s for temporary crossings, usually for military use. The most well-known example is the Bailey Bridge, patented in 1934 by Sir Donald Bailey, a British military engineer. Variations of the Bailey Bridge

continue to be used today, as are other types of prefabricated trusses, some of which were developed for civilian use. The 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* did not evaluate prefabricated modular bridges.

The modular truss bridge (C005401905P, Knox County) was selected for field survey under *Criterion C* because it is an uncommon type and is recommended eligible for the National Register under *Criterion C*. Bridge C005401905P is the only prefabricated modular truss identified in Nebraska. It is not a Bailey Bridge, although it is similar in concept and function. It retains integrity of materials, design, and workmanship. This bridge appears to be a World War II or post-war, prefabricated modular bridge, designed for easy assembly, disassembly, and relocation. It can be utilized in different span lengths, depending on the number of modules employed. The modules, which are manufactured as truss-end units (with one sloped chord) or as center-span units (parallel chords), are joined together with large cotter-pin connectors. The size and connection of module members allow the truss to be erected in either a deck or pony truss arrangement, thus adding to the flexibility of the design. The Nebraska example is installed in a deck-truss arrangement, making it particularly unusual because deck trusses of any type are rare both in Nebraska and nationally. Following an informal national search among bridge historians and preservationists, similar prefabricated modular examples of this bridge were identified in Arkansas and Texas. The two Arkansas examples are listed in the National Register, but none of the examples have documented the original fabricator, manufacturer, designer, or date of current installation.

Table 6
Eligible Prefabricated Modular Truss

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C005401905P	KX00-358	3	Knox	1946/1965	Nebraska's only example of a prefabricated modular truss design that is uncommon nationally.*

* Also recommended eligible under *Criterion A*, see Section 5.

B. Slab and beam/girder bridges

Concrete slab

Of the 235 concrete slabs in BISON from the subject period, 27 examples were identified for field survey because of their unusual length and/or number of spans, and were evaluated under *Criterion C*. The concrete slab bridge type was introduced prior to the subject period and was a prevalent bridge type in Nebraska both before and during the subject period. The character-defining feature of this type is the cast-in-place, reinforced concrete, flat slab. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* reviewed 16 concrete-slab bridges, resulting in National Register listing of one example, which is extant.

The concrete-slab bridges reviewed for this study are recommended as not eligible for the National Register under *Criterion C* because they are common examples of an established bridge type without any indication of distinctive engineering features.

Concrete multi-beam

Of the 20 concrete multi-beam bridges in BISON from the subject period, three were selected for field survey because of their unusual length and/or number of spans, and were evaluated for the National Register under *Criterion C*. The multi-beam type was introduced prior to the subject period and was a prevalent bridge type in Nebraska. The character-defining feature of this type is multiple (three or more) reinforced concrete beams, each equally supporting, but not integrated with, the deck, which only distributes live loads to the girders. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* did not consider concrete multi-beam bridges, even though there are examples with pre-1947 year-built dates. This bridge type was commonly used after 1965.

Of the three bridges field-surveyed, one was identified as a channel beam and one as a tee beam, thus moving each from the multi-beam discussion to its correct type, where it is now included in the discussion. The third bridge, plus one additional bridge (recorded in BISON as a concrete girder and floor beam system bridge, but identified during field survey as a concrete multi-beam), are recommended not eligible for the National Register under *Criterion C* because they do not represent technological or engineering advances for the type or have distinguishing technological features.

Concrete girder and floor beam system

Two concrete girder and floor beam system structures were recorded in BISON and selected for field survey. Field survey identified one as a concrete multi-beam and the other as a prestressed concrete girder; each is now included in the discussion of its type. As a result, no concrete girder and floor beam system bridges were identified within the subject period.

Concrete tee beam

Of the 13 concrete tee beams recorded in BISON for the subject period, eight were selected for field survey because of their unusual length and/or number of spans, and were evaluated under *Criterion C*. The concrete tee-beam bridge type was introduced prior to the subject period and was a common bridge type in Nebraska. The character-defining feature of the concrete tee beam is a slab integrated with longitudinal beams to create a tee section. The 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* did not consider concrete tee-beam bridges. Although constructed in limited numbers during the subject period, BISON records 76 concrete tee beams constructed after 1965.

One concrete tee beam (S006 30732, Lancaster County) is recommended eligible for the National Register under *Criterion C* as a significant representative example of the concrete tee-beam type with an exceptional structure length. The bridge is an intact variable-depth concrete continuous structure with three spans and a 160-foot overall length. The structure length indicates an engineering design at an exceptional length for this type in order to accommodate site-specific

issues at the crossing. The variable-depth beams are designed with an aesthetically pleasing curve along the beam soffit, or bottom edge, a design element requiring additional design and construction effort and expense. The bridge retains integrity of materials, design, and workmanship.

Table 7
Eligible Concrete Tee Beam

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
S006 30732	LC00-144	1	Lancaster	1954	Bridge includes special feature of variable-depth beams with curved bottom edges, indicating additional engineering effort and expense for special aesthetic effect for this bridge type; structure length also indicates additional engineering and construction effort to accommodate this site.

Concrete rigid frame

The four concrete rigid-frame bridges recorded in BISON for the subject period were selected for field survey because they represent an uncommon type with limited use during the subject period, and were evaluated under *Criterion C*. The concrete rigid-frame bridge type was established prior to the subject period. The character-defining feature of the concrete rigid frame is the integrated design and construction of the vertical and horizontal elements, creating one homogenous unit. The previous 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* identified nine rigid-frame structures, resulting in six National Register listings; all are extant.

The four concrete rigid frames were determined not eligible for the National Register under *Criterion C* because they are common examples of an established bridge type with no distinctive engineering features. Although these examples are longer and have more spans than previously listed rigid frames, they post-date the period of significance for this bridge type (1920s-1950). The four rigid frame examples also lack the aesthetic treatment found in earlier examples.

Concrete channel beam

The three concrete channel beams recorded in BISON for the subject period were selected for field survey because of their uncommon type and limited use during the subject period, and were evaluated under *Criterion C*. The concrete channel beam bridge type was established prior to the subject period. The character-defining feature of this type is the use of adjacent, inverted-U-section, reinforced concrete beams. The channel-beam bridge can be distinguished from a tee-beam bridge by the longitudinal seam or joint visible along the soffit or bottom edge of each beam-like element (stem) in the superstructure, reflecting the separation between adjacent channel beams. The previous 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory*

Update did not consider concrete channel beam bridges. Constructed in extremely limited numbers during the subject period, the concrete channel beam remained an uncommon type after the subject period. BISON records only 37 concrete channel beams constructed after 1965. Engineers considered the channel beam formwork to be more complicated and expensive, and therefore less desirable than other, simpler, types of concrete beams.

Of the three concrete channel beam bridges, one was determined to post-date the subject period.⁷ The two remaining concrete channel-beam bridges (C005303505, Kimball County; and C005506445, Lancaster County) are recommended eligible for the National Register under *Criterion C* as early, significant examples of an uncommon bridge type during the subject period. Both bridges retain integrity of materials, design, and workmanship.

Table 8
Eligible Concrete Channel Beam

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C005303505	KM00-102	5	Kimball	1960	Significant, early example of this uncommon type.
C005506445	LC00-138	1	Lancaster	1963	Significant, early example of this uncommon type.*

*Also recommended eligible under *Criterion A*, see Section 5.

Concrete continuous box beam

The two concrete continuous box beam bridges in BISON were identified for field survey because they are an uncommon type, and were evaluated under *Criterion C*. The concrete continuous box beam bridge type was introduced prior to the subject period, but was not commonly used in Nebraska or nationally before 1950. According to *Concrete Box Girder Bridges*, published in 1977 by the American Concrete Institute and Iowa State University Press, only four states constructed box-beam bridges before 1950, although their popularity had increased nationally by the 1960s, particularly in the west. The reinforced concrete box beam type is not included in the national historic bridge study, *A Context for Common Historic Bridge Types*, prepared in 2005 for the Transportation Research Council. The previous 1991 *Nebraska Historic Bridge Inventory* and 1996 *Nebraska Historic Bridge Inventory Update* did not consider concrete box beam bridges. No bridges of this type are recorded in BISON prior to the subject period, and a limited number (18) are recorded with year-built dates after 1965.

⁷ Subsequent to field survey, information from the Scotts Bluff county engineer determined that bridge C007934910 was built in 1975, not 1965 as recorded in BISON. This bridge, therefore, is outside the subject period and has been excluded from further consideration.

The character-defining feature of the concrete box beam is the hollow, box-shaped, longitudinal beam, which was designed and arranged in many variations, including round or rectangular interior void, variable depth or not, with or without deck, and adjacent or spread.

Both concrete continuous box beams (S012 08127, Keya Paha County and S012 20744, Cedar County) are recommended eligible for the National Register under *Criterion C* because they are the earliest known extant examples of the concrete continuous box beam type in the state. Both have variable depth box beams with curved soffits, giving each design an aesthetically pleasing appearance. Both bridges retain integrity of materials, design, and workmanship.

Table 9
Eligible Concrete Continuous Box Beam

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
S012 08127	KP00-103	8	Keya Paha	1957	Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.
S012 20744	CD00-334	3	Cedar	1959	Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.

Steel beam and girder bridges

Simple, cost-effective, and easily widened, steel beam and girder bridges were widely used by both state and county highway engineers in Nebraska. BISON includes 618 bridges from this subject period, by far the largest proportion (44 percent), by type, of the bridges erected in Nebraska from 1947 to 1965. Because many have been altered over the years by rebuilding substructure elements, widening decks, and replacing railings, 125 were selected for field survey. During field survey, four bridges were identified to be replaced or were in the process of replacement and therefore did not require evaluation.

As identified in BISON, steel beam and girder bridges are subdivided into four primary types: non-continuous (simple) spans with multiple beams or girders (type 302), continuous spans with multiple beams or girders (type 402), non-continuous (simple) spans with floor beam systems (type 303), and continuous spans with floor beam systems (type 403). Characteristic features of these four types were introduced long before the subject period and all were established bridge types by 1947. In the 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update*, the floor beam system is identified as a transverse-joist system.

The bridges with floor beam systems (303 and 403) have two large longitudinal beams or girders at the outside edges of the deck and employ an arrangement of floor beams and stringers between the girders to support the deck. This two-girder with floor beam system was used less frequently as the

multi-beam design (302 and 402) grew in popularity during the subject period. In the multi-beam design (302 and 402), which has three or more longitudinal beams of equal depth and no floor beams or stringers, the multiple beams support the deck directly, without floor beams and stringers. The advantages of this design over the floor beam design are two-fold: it requires less material and labor and the additional beams provide built-in redundancy.

Most of Nebraska's steel beam and girder bridges have a deck-girder configuration. A through-girder configuration can exist only in the two-girder, floor system design (303 and 403) and is rare in highway bridge design. In steel beam-and-girder bridges with multiple spans, cantilevering may be used, as well as continuous design, to achieve longer spans with greater economy. Both continuous and cantilever features were introduced in the 1930s. Because these innovations pre-date the subject period, their use in subject-period bridges is less significant than a newly introduced material or technique.

Steel beams and girders are produced by two methods, rolled and built-up, both developed in the mid-nineteenth century. Rolled I-beams were first used for American highway bridges after World War I, and Nebraska began using I-beams for spans up to 75 feet in 1927. When a bridge design requires a beam that is larger than a steel rolling mill can produce, the member is fabricated or "built up" by assembling steel plates into an I-beam section with flange plates at the top and bottom and a web plate between the flanges. When it is built-up in this way, the member is generally known as a girder instead of a beam. Built-up girders are more expensive than comparable rolled beams because they require more material and labor, and, therefore, are less commonly used. They are found in longer-span bridges, for the most part.

Until arc welding was used in the 1930s, riveting was the only method for assembling built-up bridge girders. Welded girders were more cost-effective than riveted girders because web and flange plates could be welded together directly, without the use of angle sections required by the riveting method to make the connections. Thus, the amount of materials and labor was reduced. New testing technology was required to verify safe and permanent welds, but once the testing techniques were established, and national welding specifications distributed, welding became the accepted technology for fabrication of built-up girders. Welding for highway bridges in the US lagged behind Europe, where all-welded bridge construction was developed in the 1930s. Bridge welding was a latecomer to the US and Nebraska, where built-up girders continued to be riveted through the 1940s and, occasionally, into the 1950s. Nebraska constructed its first all-welded, plate-girder bridge in 1953, followed by additional examples through the 1950s and after. Welding is the only innovative material or technology for steel beam and girders introduced during the subject period.

Steel beam-and-girder bridges were evaluated for National Register eligibility based on their beam-girder type (rolled or built-up), technology (welded or riveted), age, span length, and design features. For the purpose of this study, an all-welded bridge is defined as one with girders fabricated by welding.

Steel rolled-beam bridges

Of 125 steel beam-and-girder bridges selected for field survey, 102 were fabricated with rolled I-beams. The four bridges described below are recommended as eligible for the National Register.

Two simple-span, steel beam bridges with unusual prefabricated jack-arch deck systems (C001424535, Cedar County, and C008900605, Washington County) are recommended eligible for the National Register under *Criterion C*. Widely used in other states since the 1920s, typical jack-arch bridges consist of a series of longitudinal steel beams that support longitudinal corrugated steel vaulting. The vaulting rests on the lower flanges of the beams and serves as permanent formwork for reinforced concrete deck slabs. A set of standard plans in NDOR files suggest that Nebraska's jack-arch bridges may have utilized prefabricated jack-arch panels patented by Carl Erickson, an engineer for the Lincoln Steel Works. These are the only jack-arch bridges identified in the survey.

One five-span, steel beam bridge (S053 00412, Thayer County) is recommended eligible for the National Register under *Criterion C* as an early example of a design that utilizes cantilever and continuous spans, a combination of special engineering features. With unaltered sheet pile and concrete piers and intact original railings, this bridge retains excellent integrity.

A cantilevered steel stringer bridge with a floor beam system (C007600505, Saline County) is recommended eligible for the National Register under *Criterion C*. The structure's retention of the typically older two-girder/floor beam system, and unusually short cantilever arms, represents one county's adaptation of the cantilever designs developed by state highway engineers during subject period.

The remaining steel rolled-beam bridges are recommended as not eligible for the National Register under *Criterion C* because they are simple, undistinguished, single-span examples of an established bridge type and there is no evidence of engineering innovation or special features.

Table 10
Eligible Steel Rolled-Beam Bridges

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C001424535	CD00-332	3	Cedar	1955	One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.
C008900605	WN00-261	2	Washington	1955	One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.
S053 00412	TY00-270	4	Thayer	1947	Significant early and highly intact example of a combined cantilever/continuous-span design.
C007600505	SA00-203	1	Saline	1950	Significant county adaptation of cantilever design, with extremely short cantilever arms and simple pinned hinges.

Steel built-up girder bridges

Nineteen beam-and-girder bridges were determined to have superstructures with built-up girders and were field-surveyed. Of that number, 15 were determined to have all-welded girders and four were determined to have riveted girders. No built-up girder bridges in this group followed standard plans for superstructures, although the state-designed bridges used some details from standard plans.

The 15 all-welded examples include bridges with year-built dates from 1953 through 1965. The earliest example (C007403435P, Richardson County) was built in 1953 and is recommended eligible for the National Register under *Criterion C*. It is the earliest known all-welded steel girder bridge in the state and is contemporaneous with Nebraska's first all-welded state bridge, which was discussed in the NDOR annual report at the time.⁸ This 305-foot, three-span, skewed, continuous structure has three lines of welded, built-up girders with diaphragms. The girders are slightly deeper over the piers. Although the original railing has been replaced, the bridge retains complete design and construction integrity for the welded, built-up girders and sufficient historic integrity to be eligible for the National Register.

⁸ This state bridge was identified in NDOR annual reports without locational information and was not identified in an analysis of BISON. Therefore, it is believed to be nonextant.

Bridge S050 00179 (Pawnee County) is a significant representative example of the state-designed, all-welded, steel girder type and is recommended eligible for the National Register under *Criterion C*. It also is the earliest extant state example of the all-welded steel girder type. This multi-girder (type 302) bridge has four all-welded, built-up girders with steel diaphragms, composite decks, and concrete abutments. It retains its original No. 10 gage, Flex-Beam guard railings. It retains complete design integrity and is believed to be one of a group of early, all-welded girder bridges completed or under contract by the state by 1956, according to an NDOR annual report.

Bridge S044 05113, an urban viaduct in Kearney, Buffalo County, is recommended as eligible for the National Register under *Criterion C*. It represents an innovative use of welding to create a built-up girder that has adequate load-carrying capacity, but is shallow enough to conform to under-deck clearance requirements and bridge height and length constraints. With a 26-inch web, the all-welded, built-up girders are within the general size range for rolled beams, but are fabricated to specifications apparently not available in rolled beams. With the exception of a replaced railing, the bridge retains full design integrity.

Among the four field-surveyed bridges with steel, riveted, built-up girders, one is a continuous multi-girder type (402), one is a continuous girder with floor system (403), and two are single-span, through-girder types with floor beam systems (303). The continuous deck-girder bridges are examples of a type that pre-dates the subject period and for which earlier examples are extant. These bridges are recommended not eligible.

The two through-girders (C007601330, Saline County, and C007801415, Saunders County) are rare surviving examples of an "important indigenous Nebraska structural type," according to the 1996 *Nebraska Historic Bridge Inventory Update* and are recommended eligible for the National Register under *Criterion C*. Similar steel through-girders (not viaducts) identified in the 1996 study were dated from 1923 to 1931 and the sole surviving example from that study is dated 1923. According to BISON, Bridge C007601330 has a year-built of 1927 and a year-reconstructed of 1960, and Bridge C007801415 has a year-built of 1965 with no year-reconstructed date. The construction dates of these bridges are uncertain and it is possible that they predate the subject period and were relocated to their current sites in the 1960s. The two bridges have very similar built-up through girders, as each is constructed of steel plates with both vertical and horizontal riveted seams. The deck is located just below the horizontal seam, which is at the mid-point of each of the girders.

The other steel built-up girder bridges are recommended as not eligible for the National Register under *Criterion C*. These were determined not eligible because they are undistinguished examples of an established bridge type. They continue the built-up girder technology exemplified best in the eligible earlier examples and show no evidence of engineering innovation or special features.

Table 11
Eligible Steel Built-Up Girder Bridges

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C007403435P	RH00-538	1	Richardson	1953	Earliest all-welded steel girder bridge in Nebraska, erected same year as earliest welded state bridge. Significant representative county example of type.
S050 00179	PW00-357	1	Pawnee	1954	Earliest extant all-welded state bridge with substantial integrity.
S044 05113	BF05-658	4	Buffalo	1960	A viaduct featuring innovative use of welding to fabricate a series of built-up girders of varying plate sizes to accommodate site constraints.*
C007601330	SA00-204	1	Saline	1927/1960 (1927 is believed to be the construction date; 1960 is believed to be a relocation date)	Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).
C007801415	SD00-335	1	Saunders	[c1927]/1965 (c1927 construction date assigned based on visual evidence; 1965 is believed to be a relocation date)	Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).

* Also recommended eligible under *Criterion A*, see Section 5.

Timber stringer

Of the 293 timber stringers in BISON from the subject period, 14 timber stringer bridges were identified for field survey because of their unusual length and number of spans, and were evaluated under *Criterion C*. The timber stringer bridge type was introduced prior to the subject period and was a prevalent bridge type in use in Nebraska. The character-defining feature of this type is the use of

longitudinal timber beams. The 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update* found two timber stringer bridges eligible for the National Register. Both bridges have been replaced.

One timber stringer (C003744110, Gosper County) is recommended eligible for the National Register under *Criterion C*. This bridge is recommended eligible because it is a significant representative example of the timber stringer type with a long structure length (154 feet). It illustrates the county's effort to solve an engineering problem by simple and economical means. The structure length indicates an effort by the county to achieve maximum use of this simple, inexpensive bridge type. Bridge C003744110 retains integrity of materials, design, and workmanship. This would be the state's only National Register-eligible example of the timber-stringer type, which was widely used by Nebraska counties.

The other timber stringers are recommended not eligible for the National Register under *Criterion C* because of altered substructures, added main members, or other alterations affecting historical integrity. Moreover, all are undistinguished examples of an established bridge type without any indication of distinctive engineering features.

Table 12
Eligible Timber Stringer

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C003744110	GO00-061	7	Gosper	1963	Significant representative example of an economical bridge type widely used by counties, with long overall structure length.

C. Prestressed concrete bridges

Prestressed concrete bridge design was introduced nationally in the 1950s, following the 1949 construction of the first prestressed concrete bridge in the US, the Walnut Lane Bridge in Philadelphia, Pennsylvania. The introduction of prestressed concrete to bridge design is a significant technological advancement within the subject period. Prestressed concrete components were manufactured and used in Nebraska in the mid-1950s. Standard plans for prestressed concrete bridges were not fully developed by NDOR until 1958.

At least two companies supplied NDOR and county highway departments with prestressed concrete structural members for bridge projects in the 1950s. Wilson Concrete Company began operations in 1905 in Red Oak, Iowa, and was the first producer of reinforced concrete pipe in the US. The company expanded to include 17 operations in prestressed concrete products, concrete pipe, and pre-mix concrete in the Midwest. Three of Wilson Concrete Company's four prestressed concrete plants were located in Nebraska, two in Omaha, and one in Grand Island. Wilson Concrete was one of the first companies in the US to use prestressing metal strands in its concrete products.

Nebraska Prestressed Concrete Company (NPCC) in Lincoln was founded in 1955 to supply prestressed concrete bridge components for the new Interstate System. From the beginning, NPCC supplied prestressed bridge beams for state and county projects in Nebraska. The company also produced prestressed structural materials for many types of buildings in Nebraska and other states. The company continued to grow throughout the 1960s and 1970s, and became Concrete Industries, Inc. in 1974.

Prestressed concrete multi-beam

Of the 98 prestressed concrete multi-beam bridges in BISON within the subject period, 22 were identified for field survey because of their early (pre-1960) construction date, representing the introduction of this material and technology in Nebraska, and exceptional span length, and were evaluated under *Criterion C*. The prestressed concrete multi-beam type was introduced during the subject period as a technological innovation in concrete and first used in Nebraska in 1955. However, prestressed concrete bridges generally represent a relatively small number of bridges constructed in Nebraska during the subject period. Prestressed concrete became a more prevalent construction material after the subject period. The character-defining feature of this type is the use of prestressed concrete beams, the essential component of the superstructure, supporting a concrete deck slab.

Two prestressed concrete multi-beam bridges are recommended eligible for the National Register under *Criterion C*. Bridge S022 06567, Nance County, is recommended eligible because it has been identified as a significant early representative example of the type in the state. The bridge was built in 1957, prior to NDOR's issuance of its first standard plan for prestressed concrete beams (1958). The bridge retains integrity of its essential superstructure component, the prestressed concrete beams; the original railing has been replaced with a concrete barrier railing, which does not alter the historic engineering integrity.

Bridge S080 23113 in Dawson County, built in 1964, is recommended eligible because it represents a complex engineering solution applied to a specific location. This location required a curved roadway at the crossing. A prestressed concrete beam cannot be curved, but a curved deck can be built on a prestressed concrete beam superstructure, an engineering feature that is more difficult and expensive to design and build than a straight deck. This bridge has the only curved deck on a prestressed concrete superstructure identified in the state within the subject period. Standard plan 1660-C was modified to accommodate the super-elevated deck curve.

The other prestressed concrete beam bridges are recommended not eligible for the National Register under *Criterion C* because year-built dates post-date NDOR's first standard plan for prestressed concrete girders (1958), resulting in examples of an established bridge type without distinctive engineering features.

Table 13
Eligible Prestressed Concrete Beam

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
S022 06567	NC00-189	4	Nance	1957	Significant, early representative example of the use of prestressed concrete in Nebraska, a new bridge material and technology.
S080 23113	DS00-047	6	Dawson	1964	Significant example of a special site-specific engineering feature: a curved deck on a prestressed concrete beam superstructure.

Prestressed concrete tee beam

The two prestressed concrete tee beams in BISON were identified for field survey as uncommon types during the subject period and were evaluated under *Criterion C*. The prestressed concrete tee beam bridge type was introduced during the subject period as a technological innovation in concrete. Prestressed concrete bridges represent a relatively small number of bridges constructed in Nebraska during the subject period. After the subject period, usage of the prestressed concrete tee beam increased and the type became more prevalent. The character-defining feature of the prestressed concrete tee beam is a slab integrated with longitudinal beams.

One prestressed concrete tee beam (C008910905, Washington County) is recommended eligible for the National Register under *Criterion C*. This bridge is recommended eligible because it is one of the earliest extant examples of the use of prestressed concrete in bridge design and construction in Nebraska. It also is an early example of the prestressed concrete tee-beam type from the subject period. Although constructed in extremely limited numbers during the subject period, 441 prestressed concrete tee beams were constructed after 1965 according to BISON. Bridge C008910905 retains its integrity of materials, design, and workmanship.

Table 14
Eligible Prestressed Concrete Tee Beam

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C008910905	WN00-271	2	Washington	1955	Significant early representative example of the use of prestressed concrete in Nebraska and for this type.

Prestressed concrete channel beam

The two prestressed concrete channel beams in BISON from the subject period were identified for field survey as an uncommon type and were evaluated under *Criterion C*. The prestressed concrete channel beam bridge was introduced during the subject period as a technological innovation in

concrete, expanding the span-length capability of the earlier reinforced concrete channel beam that was not prestressed. Prestressed concrete bridges represent a relatively small number of bridges constructed in Nebraska during the subject period and the prestressed channel beam in particular was rarely used. Historically, it appears that the channel beam was a transitional type as engineers and fabricators moved toward prestressed box beams and double-tee beams. The character-defining feature of this type is the incorporation of adjacent, inverted U-section, prestressed beams.

Both prestressed concrete channel beams (C007203810, Polk County and M018503610, Morrill County) are recommended eligible for the National Register under *Criterion C* as significant early examples of an uncommon bridge type from the subject period. The prestressed concrete channel beam never has become a prevalent bridge type in Nebraska and there are no post-1965 prestressed concrete channel beams recorded in BISON. Both bridges retain their integrity of materials, design, and workmanship.

Table 15
Eligible Prestressed Concrete Channel Beams

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C007203810	PK00-218	4	Polk	1956	Significant early example of uncommon type in Nebraska utilizing new material and technology.
M018503610	M003-063	5	Morrill	1955	Significant early example of uncommon type in Nebraska utilizing new material and technology.

Prestressed concrete box beams

BISON records four prestressed concrete box beams within the subject period. The four are multiple (adjacent) beam types and were selected for field survey because they are an uncommon type, and were evaluated under *Criterion C*.

The prestressed concrete box beam bridge was introduced during the subject period as a technological innovation in concrete design and production. It evolved from the tee beam and channel beam types to produce a design that was capable of achieving longer span lengths. One advantage over the other types was the addition of the bottom (soffit) slab, which allowed the use of additional prestressing strands, thus increasing the potential maximum span length. The multiple box-beam bridge, where the beams are arranged adjacent to each other, had the advantage of using the concrete top of the beams as the driving surface. In later configurations the box beams were separated, in a configuration known as a "spread box-beam bridge," and a concrete deck slab was added.

Prestressed concrete bridges in general, and prestressed box beams in particular, represent a very small number of bridges constructed in Nebraska during the subject period. Only nine post-1965 prestressed concrete box beams of any type are recorded in BISON. Character-defining features of

the prestressed concrete box beam include box-shaped longitudinal beams in either adjacent (multiple) or spread configuration, and in either continuous or non-continuous arrangement.

Three prestressed concrete box beams (C005500505, C005501110, and C005513170, Lancaster County) were designed and produced simultaneously in 1959 for Lancaster County by the NPCC in Lincoln. They were the firm's first prestressed bridge beams produced for a county highway department and among NPCC's first prestressed bridge beams for any client. NPCC had been founded in 1955 to supply prestressed concrete products for the new Interstate System. They didn't produce any bridge beams until 1958 and 1959, focusing instead on buildings and other structures, including the design and construction of their own production facility in Lincoln.

Bridge C005501110 (Lancaster County) is recommended eligible for the National Register under *Criterion C*. Built in 1959, this multiple prestressed concrete box-beam bridge was determined eligible as an example of a very uncommon type, as one of Nebraska's earliest extant prestressed concrete box-beam bridges designed by a county highway engineer, and as a representative of the first prestressed bridge products of a pioneer Nebraska prestressed concrete manufacturer. Bridge C005501110 is the longest of the NPCC's three 1959 bridges for Lancaster County and represents the design potential of the prestressed box beam for producing longer spans than earlier types. The bridge retains integrity of materials, design, and workmanship.

Bridge C005560320 (Lancaster County) is recommended eligible for the National Register under *Criterion C*. Built in 1964 by NPCC, this multiple prestressed concrete box-beam bridge is a significant representative example of a multiple-span type of prestressed box-beam construction, a very uncommon type in Nebraska. It was produced by NPCC and is the only multiple-span example of a prestressed concrete box beam from the subject period.

The remaining prestressed concrete box-beam bridges are recommended not eligible for the National Register because of their shorter span lengths and single-span configurations, which do not demonstrate the longer-span engineering capacity of the box-beam type. They do not represent any additional engineering features or innovations.

Table 16
Eligible Prestressed Concrete Box Beams

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion C: Significance</i>
C005501110	LC00-133	1	Lancaster	1959	Significant representative example of a prestressed concrete box beam that demonstrates the longer-span capability of the type; earliest example of type in state; very early example by major Nebraska producer of prestressed concrete bridge products.
C005560320	LC00-143	1	Lancaster	1964	Significant multi-span example of a very uncommon prestressed concrete bridge type.*

* Also recommended eligible under *Criterion A*, see Section 5.

5. Recommendations for National Register Eligibility of Bridges Constructed Between 1947 and 1965 Applying Criterion A

Bridges may be eligible under *Criterion A* if they are associated with important events or trends that have made a significant contribution to the broad patterns of Nebraska history. Bridges must have an important and direct association with the event or trend. Forty-three bridges in the subject period were identified for field survey for potential association with a significant historic context listed below. Six bridges are recommended eligible under *Criterion A*. Four of these are also recommended eligible under *Criterion C* related to engineering. Eligibility recommendations were determined by representatives of FHWA, NDOR, and SHPO.

A. Transportation

Bridges carrying major transportation corridors, including the Interstate Highway System and state and regional highway networks such as US 81, US 20, and US 34 were surveyed for their potential association with major state and federal transportation initiatives or the establishment and/or continued success of these routes.

One bridge (C005401905P, Knox County) is recommended eligible under *Criterion A* for its association with transportation. Bridge C005401905P is a Warren deck truss (1946/1965) that appears to be a post-World War II, prefabricated modular bridge, similar in concept and function to the well-known Bailey bridge, a military prefab bridge that continues in use today. Believed to be a military-surplus portable structure, Bridge C005401905P provided an economic solution to Knox County's transportation and bridge-building program immediately following World War II.

Although other bridges carry or cross major transportation corridors, they are not significant simply because of their presence within a transportation network. Individual bridges are components in the overall transportation system, and they did not direct or influence the evolution of these highway networks.

Bridges carrying the Interstate Highway System are exempt from the Section 106 process and listing in the National Register, except for a limited number of FHWA-identified individual elements of the system. This exemption went into effect in 2005. Therefore, bridges carrying the Interstate are recommended not eligible under *Criterion A* for the National Register.

B. Economic development

The economic development context address bridges whose construction stimulated economic development and significantly affected commerce and industry in a region or city during the subject period. No bridge examples were identified that had a direct and significant contribution to stimulating economic development or significantly affecting commerce and industry in Nebraska.

C. Community planning and development

The community planning and development context considers bridges designed and constructed as part of a comprehensive plan for a community or city during the period. In particular, viaducts in urban settings that cross railroad and/or water features and bridges that required grade-separation projects to span existing transportation facilities within and surrounding communities were surveyed. Bridges with exceptional structure length (greater than 300 feet) or an exceptional main-span length (greater than 100 feet) in urban areas were surveyed and considered for their potential to convey an association with community and urban planning.

Three bridges are recommended eligible under *Criterion A* for their association with community and urban planning. Bridges C007922815R, Scotts Bluff County; S044 05113, Buffalo County; and U142503410P, Lancaster County are recommended eligible as examples of frequently used bridge types adapted for a particular urban setting. Built in 1950, Bridge C007922815R accommodates a pedestrian walkway on one side and conforms to its community setting. The original ornamental steel railing remains in place. This highly intact structure represents an urban adaptation of a common post-World War II bridge type. Bridge S044 05113 is an urban viaduct utilizing a welded built-up girder. Although it does not retain its original railings, this bridge retains its overall design integrity which conforms to its urban setting. This viaduct is significant for its association with the important railroad development in the city of Kearney, where the Union Pacific and the Burlington & Missouri (later CB&Q) connected national east-west rail networks. As such, it represents the city's adaptation of street development with railroad development. Bridge U142503410P is a prestressed concrete girder structure with unusual width to accommodate sidewalks and terraces. The bridge was built in 1959 to accommodate pedestrian traffic from a nearby high school and future roadway widening.

D. Social history

The social history context includes structures directly associated with significant social programs of the subject period. No examples were identified that had a direct association with significant social events or trends.

E. Agriculture

This context addresses structures that facilitated the transfer of agricultural goods to market on farm-to-market roads and structures related to irrigation projects during the subject period. Bridges constructed along historically significant canals and reservoirs, including the Sherman Reservoir Canal, Farwell Canal, Tri-County Canal, and Tri-State Canal, were surveyed and considered for their potential association with agricultural development in Nebraska. Seven bridges in Sherman and Valley Counties (C008214515, C008801505, C008804010, C008810910, C008811115, C008814210, and C008814413) may be eligible under *Criterion A* as contributing resources of a large-scale irrigation project and canal system for their association with the Sherman Reservoir Canal and Farwell Main Canal. However, these bridges are not recommended as individually eligible. Beginning with an investigative survey in 1955, the U.S. Bureau of Reclamation pursued an irrigation development project along the Middle Loup River. The Sherman Dam and Reservoir, Farwell Main Canal, Farwell South Canal, Farwell Central Canal, and two smaller canals

were constructed to provide water to irrigable lands. These seven bridges are associated with this large irrigation project and each was constructed prior to the 1963 completion of the canals and dam and are not recommended as individually eligible.

F. Politics and government

The politics and government context includes structures directly associated with federal and state transportation legislation, such as the Federal-Aid Highway Act of 1944 and the Federal-Aid Highway Act of 1956. Structures that were the result of increased funding, new initiatives, and prioritization may be eligible under this context. No examples were identified that had a direct association with significant politics and government.

G. Conservation

The conservation context is related to the preservation, maintenance, and management of natural resources and includes structures directly associated with a significant flood control or natural resources program of the subject period.

Two bridges (C005506445 and C005560320) in Lancaster County are recommended eligible under *Criterion A* for their association with the conservation context. Both bridges were built by the U.S. Army Corps of Engineers (USACE), Omaha District, as part of the Salt Creek Valley Project. The flood control project was authorized in 1958 to reduce flood damage, increase water quality, improve recreation, and enhance the fish and wildlife habitat. Bridge C005506445, a concrete channel beam, crosses Stagecoach Lake (Dam Site No. 9), a 120-acre reservoir, and Bridge C005560320, a prestressed concrete box beam, crosses Pawnee Lake (Dam Site No. 14), a 740-acre reservoir.

Table 17
Eligible Bridges under *Criterion A*

Bridge No.	NeHBS No.	District	County	Year Built/Year Reconstructed	<i>Criterion A: Significance</i>
C005401905P	KX00-358	3	Knox	1946/1965	Economic solution to transportation and bridge-building problem.*
C007922815R	SF00-339	5	Scotts Bluff	1950	Example of common post-World War II bridge type adapted for urban setting.
U142503410P	LC13:D8-549	1	Lancaster	1959	Example of common post-World War II bridge type adapted for urban setting.
S044 05113	BF05-658	4	Buffalo	1960	Example of common post-World War II bridge type adapted for urban setting.*
C005506445	LC00-138	1	Lancaster	1963	Associated with flood control project, and associated with the USACE.*
C005560320	LC00-143	1	Lancaster	1964	Associated with flood control project, and associated with the USACE.*

* Also recommended eligible under *Criterion C*, see Section 4.

6. Methodology and Recommendations for National Register Eligibility for Reassessment Bridges

To initiate the reassessment task, the SHPO provided Mead & Hunt with a list of 46 bridges with undetermined National Register eligibility status, based on the 1991 *Nebraska Historic Bridge Inventory* and the 1996 *Nebraska Historic Bridge Inventory Update*. Further research conducted by Mead & Hunt and SHPO determined the current status of these bridges.

Twenty of the 46 bridges were identified as removed or replaced and their status was confirmed by NDOR and/or county highway superintendents. One bridge was already listed in the National Register as part of the *Historic Bridges of Nebraska Multiple Property Document* (S00637025) and one bridge was already determined eligible for the National Register (C000913725). The remaining 24 bridges were subsequently evaluated and the National Register recommendations are included in the table below.

The table is organized according to National Register recommendation and/or status: Determined eligible, Listed, Eligible, Not Eligible, and Nonextant.

Table 18
Reassessment Bridges

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
BW00-067	C000913725	Brown	Pinned Pratt through truss	1907/1948	Determined eligible – 2002	Determined eligible in <i>Historic Highway Survey</i> .
DO09:0322-014	S00637025	Douglas	Concrete rigid frame with stone facing	1934	Listed (MPD - 1992)	Listed under <i>Highway Bridges in Nebraska, 1870-1942</i> MPD.
OT00-098	C006604305P	Otoe	Pinned Pratt half-hip pony truss	1901	Eligible	Determined eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
NH00-095	C006411250	Nemaha	Pinned Warren through truss	c.1900	Eligible	Determined eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
JF00-078	C004813425	Jefferson	Pin/rigid Pratt pony truss	1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
RH00-078	C007422030	Richardson	Pinned Pratt pony truss	1904	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
SX00-030	C008301205P	Sioux	Pin/rigid Pratt pony truss	1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
PP00-140	C006904610	Phelps	Pinned Pratt half-hip pony truss	1907	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
SF00-042	C007900905P	Scotts Bluff	Rigid Pratt half-hip pony truss	c.1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
SF00-043	C007921915	Scotts Bluff	Rigid Pratt half-hip pony truss	c.1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.

Table 18
Reassessment Bridges

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
SF00-044	C007951215	Scotts Bluff	Rigid Pratt half-hip pony truss	c.1915	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
SX00-031	C008302905	Sioux	Concrete siphon	1908	Not individually eligible	Potentially eligible as part of a historic district. Further research is needed to determine eligibility as part of a historic district.
BW00-001	C000901705P	Brown	Pinned Parker through truss	1916/1963	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
MD00-035	C005940615	Madison	Pinned Pratt pony truss	1906	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
CE00-027	C001657705P	Cherry	Pinned Pratt through truss	1912	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
CE00-020	None (aka CHER15)	Cherry	Pinned Pratt through truss	1916	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
CY00-183	C001812315	Clay	Pinned Pratt pony truss	1911	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
KP00-085	C005216705	Keya Paha	Pinned Pratt through truss	1912/1953	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during April 2007 meeting.
CE00-228	C0E1603505P	Cherry	Pinned Pratt truss leg bedstead	1900/1991	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
CE00-077	C0E1631903P	Cherry	Pinned Pratt through truss	1913	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.

Table 18
Reassessment Bridges

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
CE00-142	C001602605P	Cherry	Pinned Pratt through truss	1909	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
CY00-181	C001811505	Clay	Concrete-filled spandrel arch	1916	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
JF00-077	C004804005P	Jefferson	Pinned Pratt through truss	1908	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
TS00-083	C008700620	Thurston	Pinned Pratt truss leg bedstead	1905	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
WT00-188	C009123540	Webster	Concrete-filled spandrel arch	1911	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
WT00-189	C009132605	Webster	Concrete-filled spandrel arch	1911	Not eligible	Determined not eligible by NDOR, SHPO, and FHWA during August 2006 meeting.
HM00-102	S034 24769	Hamilton	Steel through girder	1936	Nonextant	Nonextant per Hamilton County Highway Superintendent.
HN00-060	C004233825	Harlan	Rigid Pratt half-hip pony truss	1908	Nonextant	Nonextant per NDOR.
DO09:0181-003	U182512605	Douglas	Pinned Whipple through truss	c.1885	Nonextant	Nonextant per NDOR.
ST00-153	C008401310	Stanton	Pinned Parker through truss	1916	Nonextant	Nonextant per Stanton County Highway Superintendent.

**Table 18
Reassessment Bridges**

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
HT00-261	C004521725	Holt	Transverse joist through girder	1931	Nonextant	Removed in 1994 per SHPO.
PW00-098	C006702115	Pawnee	Pinned Pratt pony truss	1900	Nonextant	Replaced in 1991 per NDOR and SHPO.
HW00-063	C004700305P	Howard	Transverse joist through girder	1926	Nonextant	Replaced in 1992 per SHPO.
BF00-066	C001002905	Buffalo	Pinned Pratt half-hip pony truss	1902	Nonextant	Replaced in 1993 per NDOR and SHPO.
DD00-080	S275 12587	Dodge	Rigid Parker through truss	1932	Nonextant	Replaced in 1993 per NDOR and SHPO.
CU00-072	C002109305P	Custer	Rigid Warren pony truss	1911	Nonextant	Replaced in 1994 per NDOR and SHPO.
DO09:0116-005	U182505510	Douglas	Pinned Pratt through truss	pre-1947	Nonextant	Replaced in 1994 per NDOR and SHPO. Original construction date unknown.
DO09:0748-001	U182504305	Douglas	Steel through plate girder	1908	Nonextant	Replaced in 1996 per NDOR and SHPO.
ST00-158	C008413205	Stanton	Pinned Parker through truss	1916	Nonextant	Replaced in 1998 per SHPO.
DO09:0192-021	U1825E5315	Douglas	Steel deck girder	1907	Nonextant	Replaced in 1999 per NDOR and SHPO.
JF04-103	S015 00903	Jefferson	Steel cantilever stringer	1939	Nonextant	Replaced in 1999 per NDOR and SHPO.

**Table 18
Reassessment Bridges**

NeHBS No.	Structure No.	County	Bridge Type	Year Built/ Year Reconstructed	National Register Status/ Recommendation	Background information
BD00-094	C000800710	Boyd	Pinned Pratt through truss	pre-1947	Nonextant	Replaced in 2002 per NDOR and SHPO. Original construction date unknown.
CE00-105	C0E1605105	Cherry	Pinned Pratt through truss	1916	Nonextant	Replaced per Cherry County Highway Superintendent.
DD00-078	C002703410	Dodge	Pinned Pratt half-hip pony truss	1908	Nonextant	Replaced per NDOR and SHPO.
DD05:C-404	S275 15289	Dodge	Steel stringer	1936	Nonextant	Replaced per NDOR and SHPO.
DO09:1778-001	SL28B00317	Douglas	Concrete rigid frame	1937	Nonextant	Replaced per NDOR and SHPO.

Appendix A. Bridges Excluded From Review Due to Ownership

Appendix A

Bridges Excluded From Review Due to Ownership

The following bridges were included in the contextual analysis for this study, but were excluded from further evaluation because of ownership. They are owned by a federal agency, railroad, or other private owner, and are not expected to receive federal or NDOR funding that would subject them to Section 106 review.

Bridges Excluded Due to Ownership

County	Bridge No.	Owner	Bridge type
Cass	C001302340	Railroad	Steel girder
Cass	C001304105	Railroad	Timber stringer
Cass	C001305720	Railroad	Steel girder
Harlen	C004203410	Railroad	Steel girder and floor beam system
Harlen	C004213510	Railroad	Steel girder and floor beam system
Frontier	F003254615	Bureau of Reclamation	Concrete stringer
Chase	F061 02952	Bureau of Reclamation	Concrete slab
Harlen	F004204505P	Bureau of Reclamation	Steel girder and floor beam system
Hitchcock	F004402910	Bureau of Reclamation	Concrete stringer
Richardson	F007423865	Bureau of Indian Affairs	Steel truss
Dawes	M0605D4405	Railroad	Steel girder
Franklin	M169000510	Railroad	Steel girder
Hitchcock	S025 01447	Railroad	Steel girder
Burt	S051 03644	Private	Steel truss
Hall	U1045J3905	Railroad	Steel girder and floor beam system
Hall	U1045W3905	Railroad	Concrete slab
Douglas	U1825D2201	Private	Prestressed concrete continuous stringer
Douglas	U182500022	Railroad	Steel continuous girder

Bridges Excluded Due to Ownership

County	Bridge No.	Owner	Bridge type
Douglas	U182504905	Railroad	Steel girder and floor beam system
Douglas	U182505305	Railroad	Steel girder
Douglas	U182505310	Railroad	Steel girder
Cheyenne	U2230K4110	Railroad	Steel girder

Appendix B. List of Eligible and Listed Bridges (1947 to 1965)

Appendix B

List of Eligible and Listed Bridges (1947 to 1965)

List of Eligible Bridges

County	Bridge No.	Bridge Type	National Register Status
Brown	C000913725	Steel truss – through	Previously determined eligible
Buffalo	S044 05113	Steel girder and floor beam system	Eligible
Burt	C001111435	Steel truss – through	Eligible
Burt	C001123405	Steel truss – through	Eligible
Cedar	S012 20744	Concrete box beam	Eligible
Cedar	C001424535	Steel stringer/multi-beam/girder	Eligible
Dawson	S080 23113	Prestressed concrete stringer/multi-beam/girder	Eligible
Gosper	C003744110	Timber stringer/multi-beam/girder	Eligible
Keya Paha	S012 08127	Concrete box beam	Eligible
Kimball	C005303505	Concrete channel beam	Eligible
Knox	C005401905P	Steel truss – deck	Eligible
Lancaster	C005506445	Concrete channel beam	Eligible
Lancaster	S006 30732	Concrete tee beam	Eligible
Lancaster	C005560320	Prestressed concrete box beam	Eligible
Lancaster	C005501110	Prestressed concrete stringer/multi-beam/girder	Eligible
Lancaster	U142503410P	Prestressed concrete stringer/multi-beam/girder	Eligible
Morrill	M018503610	Prestressed concrete channel beam	Eligible
Nance	S022 06567	Prestressed concrete stringer/multi-beam/girder	Eligible
Otoe	S067 05206	Steel truss – through	Eligible
Pawnee	S050 00179	Steel stringer/multi-beam/girder	Eligible
Polk	C007203810	Prestressed concrete channel beam	Eligible
Richardson	C007403435P	Steel girder and floor beam system	Eligible

List of Eligible Bridges

County	Bridge No.	Bridge Type	National Register Status
Richardson	C007423310	Steel truss – through	Eligible
Rock	C007522105	Steel truss – through truss	Listed
Saline	C007600505	Steel girder and floor beam system	Eligible
Saline	C007601330	Steel girder and floor beam system	Eligible
Saline	C007614620	Steel truss – through	Eligible
Saunders	C007801415	Steel girder and floor beam system	Eligible
Saunders	C007802365	Steel truss – through	Eligible
Scotts Bluff	C007910325	Continuous concrete slab	Listed
Scotts Bluff	C007910330	Continuous concrete slab	Listed
Scotts Bluff	C007922815R	Steel stringer/multi-beam/girder	Eligible
Thayer	S053 00412	Steel girder and floor beam system	Eligible
Thurston	S094 00025	Steel truss – through	Eligible
Washington	C008910905	Prestressed concrete tee beam	Eligible
Washington	C008900605	Steel stringer/multi-beam/girder	Eligible

**Appendix C. Historic Bridge Inventory Forms for Eligible Bridges
(1947 to 1965)**

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S044 05113	NeHBS NUMBER:	BF05-658	YEAR BUILT:	1960
LOCATION:	IN KEARNEY	FEATURE CARRIED:	HIGHWAY N44	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	Buffalo	FEATURE CROSSED:	SOUTH RR STREET/ UPRR 816-983-N

UTM ZONE:	14	NORTHING:	4,504,903.41	EASTING:	492,959.36	TOWNSHIP:	08	RANGE:	16	DIRECTION	W	SECTION:	01
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	639	BRIDGE TYPE:	Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	78		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	52	NUMBER OF MAIN SPANS:	9	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	64.5	MAIN SPAN DETAILS:	Deck steel-plate-girder viaduct. Continuous, with vertical curve, eight lines of welded plate-girders with K-bracing. Concrete deck and curb. Welded beams are within depth available for rolled beams, but custom-designed for greater capacity than available rolled beams--dimensions for web and flange plates change across spans.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:	Henningson, Durham & Richardson, Inc., Omaha Also has name of NDOR				
TYPE OF DEVELOPMENT:	City (areas of urban development)	ALTERATIONS:	Repaired girder seat & deck	DATE OF ALTERATION (IF KNOWN):	1994
SURROUNDING LAND USE:	Industrial		Change in railing/parapet		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

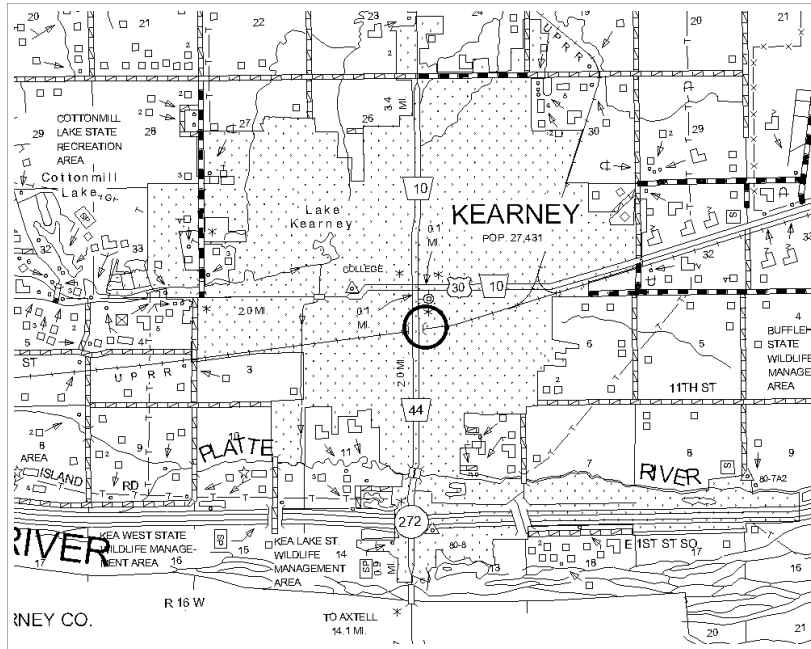
REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion A: Example of common post-World War II bridge type adapted for urban setting.

Criterion C: A viaduct featuring innovative use of welding to fabricate a series of built-up girders of varying plate sizes to accommodate site constraints.

REASON NOT EVALUATED:

LOCATION MAP



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001111435	NeHBS NUMBER: BT00-098	YEAR BUILT: 1959
LOCATION: 2W 2.7S DECATUR	FEATURE CARRIED: COUNTY ROAD T	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Burt	FEATURE CROSSED: ELM CREEK	

UTM ZONE: 14	NORTHING: 4,648,870.20	EASTING: 724,032.71	TOWNSHIP: 23	RANGE: 10	DIRECTION: E	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 132	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 80	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Pratt pony truss. Welded connections. Bolts where welded truss sections are connected. 13 steel stringers and 4 floor beams. Timber deck.	APPROACH SPAN DETAILS: 11 I-beams. East approach has guardrail. West approach has metal railing. Timber deck.

TRUSS CONNECTION: Welded
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Added reinforcing members at abutment

Added main members

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

2 - Eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Eligible

NATIONAL REGISTER DETERMINATION DATE:

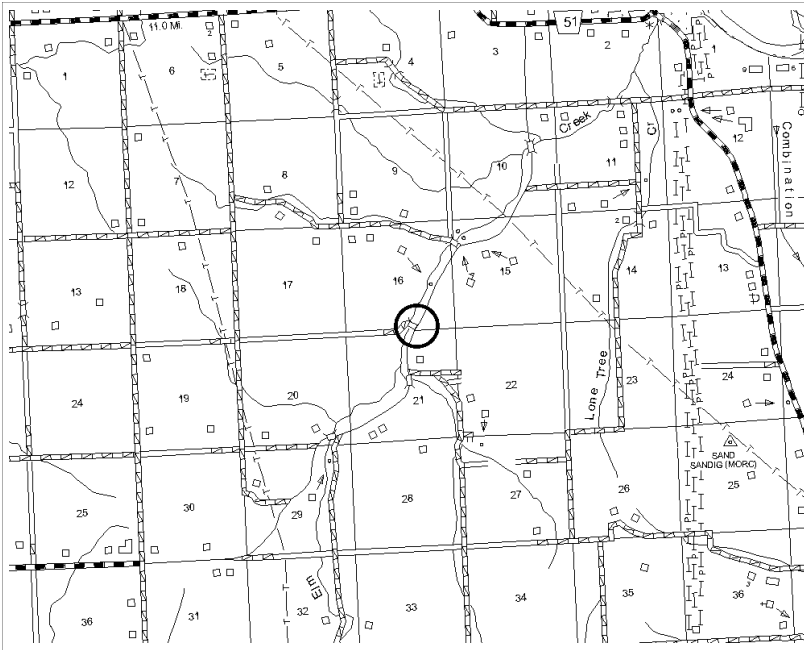
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: All-welded truss fabrication represents a rare Nebraska example of an innovative technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 open steel piles. Steel reinforcing members added to underside of east approach at the abutment. One middle steel stringer is paired with a timber stringer on the main span. This bridge has welded connections instead of pinned or riveted connections. Each truss of the bridge was fabricated off-site in two all-welded halves using rolled beams. The halves were transported to the site and bolted together during the erection process. While all-welded bridge fabrication was employed nationally beginning in the 1930s and 1940s, it was rarely used in Nebraska and then usually for built-up girder bridges. Welded connections required a testing technology to assure safe and secure welds, and bridge welding was beyond the capability of general welding shops. This one of two all-welded truss bridges identified in Nebraska. In addition to representing an innovative technology, it also points to the existence of a local or regional fabricator with the sophisticated arc-welding capability necessary for safe bridge work. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001123405	NeHBS NUMBER: BT00-099	YEAR BUILT: 1960
LOCATION: .8W 1.5N CRAIG	FEATURE CARRIED: COUNTY ROAD J	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Burt	FEATURE CROSSED: BELL CREEK	

UTM ZONE: 14	NORTHING: 4,632,550.58	EASTING: 717,479.60	TOWNSHIP: 21	RANGE: 09	DIRECTION: E	SECTION: 02
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 61	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.8	MAIN SPAN DETAILS: Pratt pony truss. 13 steel stringers and 3 floor beams. Cross bracing. Welded connections. Bolts where welded truss sections are connected. Gusset plates on outside of chords. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Welded	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

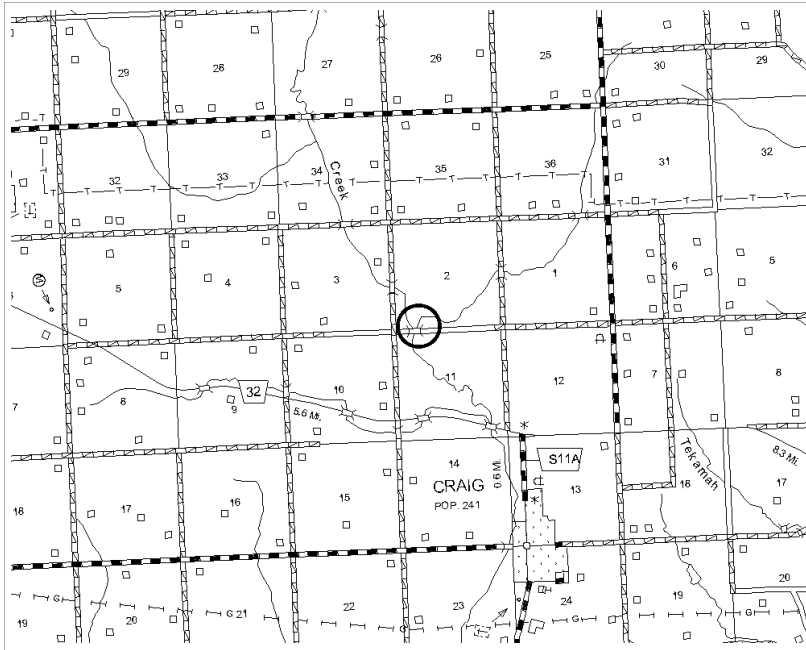
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: All-welded truss fabrication represents a rare Nebraska example of an innovative technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

This bridge has welded connections instead of pinned or riveted connections. Each truss of the bridge was fabricated off-site in two all-welded halves using rolled beams. The halves were transported to the site and bolted together during the erection process. While all-welded bridge fabrication was employed nationally beginning in the 1930s and 1940s, it was rarely used in Nebraska and then usually for built-up girder bridges. Welded connections required a testing technology to assure safe and secure welds, and bridge welding was beyond the capability of general welding shops. This one of two all-welded truss bridges identified in Nebraska. In addition to representing an innovative technology, it also points to the existence of a local or regional fabricator with the sophisticated arc-welding capability necessary for safe bridge work. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C001424535	NeHBS NUMBER:	CD00-332	YEAR BUILT:	1955
LOCATION:	1S 1W OF OBERT	FEATURE CARRIED:	COUNTY ROAD 575 AVENUE	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Cedar	FEATURE CROSSED:	LIME CREEK

UTM ZONE:	14	NORTHING:	4,725,818.72	EASTING:	659,386.31	TOWNSHIP:	31	RANGE:	03	DIRECTION	E	SECTION:	15
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	30	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	29		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	19.8	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	20	MAIN SPAN DETAILS:	Steel I-beam. 11 rolled I-beams, with transverse steel channel separators welded to lower flanges. Jack arch--vaulted, corrugated steel panels rest on lower flanges of beams, with concrete and gravel overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

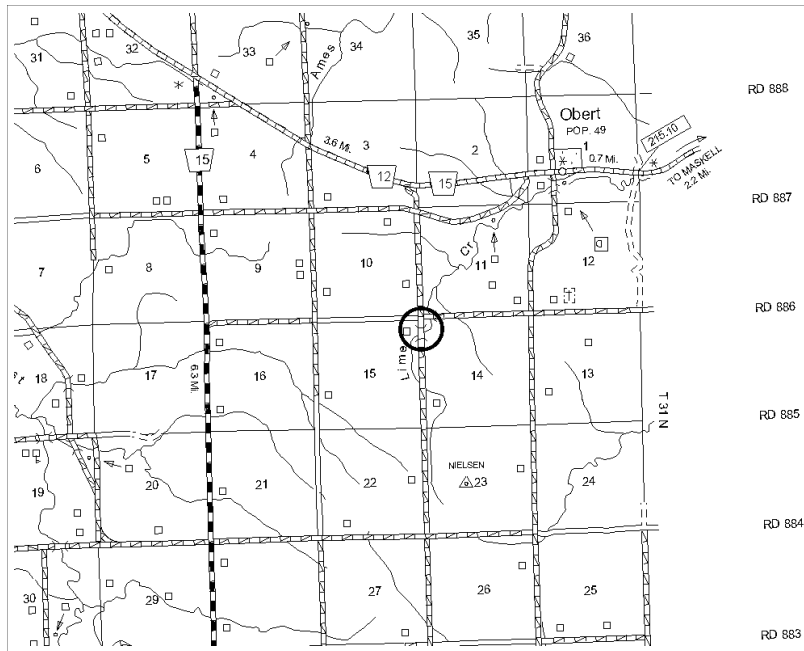
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Widely used in other states since the 1920s, typical jack-arch bridges consist of a series of longitudinal steel beams that support longitudinal corrugated steel vaulting. The vaulting rests on the lower flanges of the beams and serves as permanent formwork for reinforced concrete deck slabs. A set of standard plans in NDOR files suggest that Nebraska's jack-arch bridges may have utilized prefabricated jack-arch panels patented by Carl Erickson, an engineer for the Lincoln Steel Works. This is one of two jack-arch bridges identified in the survey.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S012 20744	NeHBS NUMBER: CD00-334	YEAR BUILT: 1959
LOCATION: 2SE WYNOT	FEATURE CARRIED: HIGHWAY N12	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Cedar	FEATURE CROSSED: BOW CREEK	

UTM ZONE: 14	NORTHING: 4,732,309.73	EASTING: 651,591.68	TOWNSHIP: 32	RANGE: 02	DIRECTION E	SECTION: 24
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 247	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 95	Box beam or girders - multiple	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.7	MAIN SPAN DETAILS: Continuous concrete slab. Variable depth. Curved concrete end posts. Concrete curb and concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons S0198(8)-2 1959
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

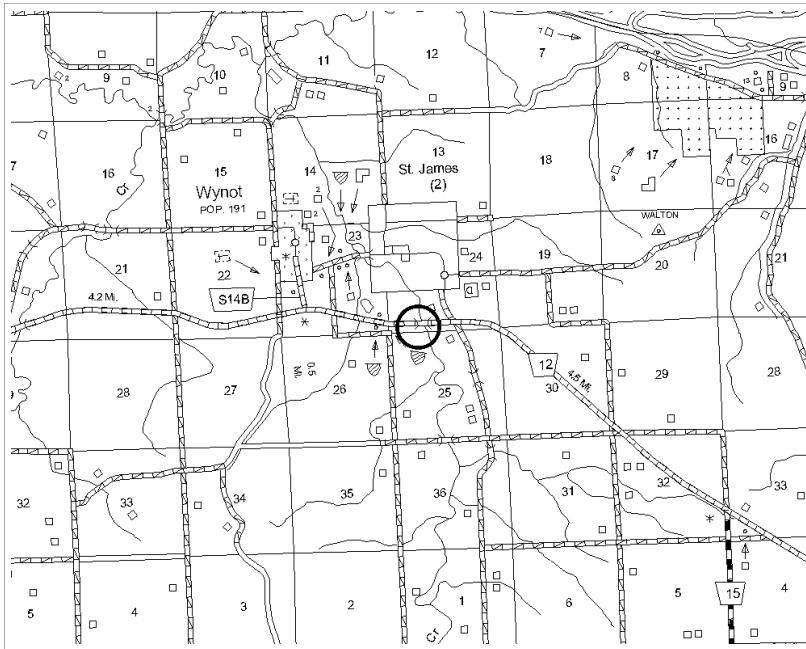
TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.

REASON NOT EVALUATED:

LOCATION MAP

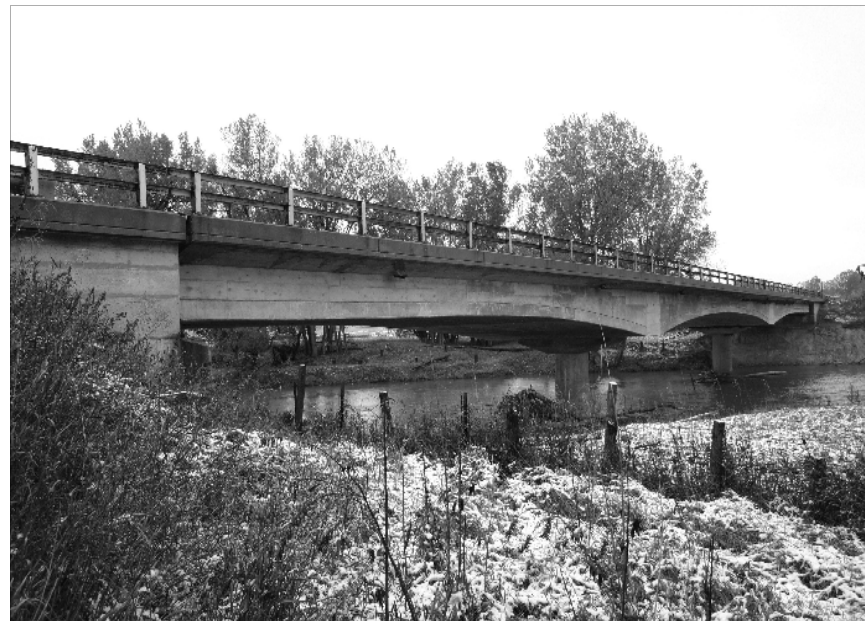


ADDITIONAL INFORMATION:

2 solid concrete piles. Bridge S012 20744 is recommended eligible for the National Register under Criterion C because it is one of the earliest known extant examples of the concrete continuous box beam type in the state. It has variable depth box beams with curved soffits, giving the design an aesthetically pleasing appearance. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 23113	NeHBS NUMBER: DS00-047	YEAR BUILT: 1964
LOCATION: DARR INTERCHANGE	FEATURE CARRIED: L24A	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Dawson	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,514,677.52	EASTING: 428,838.72	TOWNSHIP: 09	RANGE: 22	DIRECTION W	SECTION: 04
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 252	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 75	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 33	MAIN SPAN DETAILS: Prestressed concrete girder. Deck aligned on horizontal curve. 19-degree, 58' skew. Concrete deck, curb and curved concrete end post.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

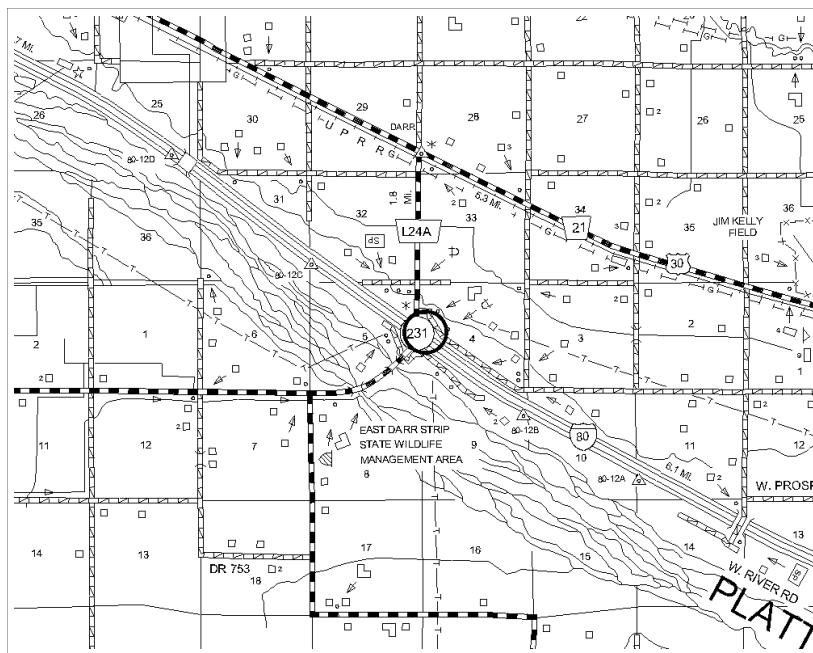
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Repaired piers	DATE OF ALTERATION (IF KNOWN): 1991
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 2 - Eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant example of a special site-specific engineering feature: a curved deck on a prestressed-concrete-beam superstructure.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Bridge plans reference standard plan 1660-C with superelevation for curve. Concrete abutments. 3 concrete piers with 3 pillars each. Twin tubular metal railing. Railing 1753-C on plans. New diaphragms on piers -1991. Bridge S080 23113, built in 1964, is recommended eligible because it represents a complex engineering solution applied to a specific location. This location required a curved roadway at the crossing. A prestressed concrete beam cannot be curved, but a curved deck can be built on a prestressed-concrete beam superstructure, an engineering feature that is more difficult and expensive to design and build than a straight deck. This bridge has the only curved deck on a prestressed-concrete superstructure identified in the state within the subject period. Standard plan 1660-C was modified to accommodate the superelevated deck curve.

SOURCES:

Bridge plans dated 1962 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C003744110	NeHBS NUMBER: GO00-061	YEAR BUILT: 1963
LOCATION: 8N 1E OF SMITHFIELD	FEATURE CARRIED: COUNTY ROAD 434	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Gosper	FEATURE CROSSED: TRI-COUNTY SUPPLY CANAL	

UTM ZONE: 14	NORTHING: 4,504,778.16	EASTING: 439,306.20	TOWNSHIP: 08	RANGE: 21	DIRECTION W	SECTION: 04
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STATUS: Extant - in service	OWNER: Other Local Agencies
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STRUCTURE LENGTH (FT): 154	BRIDGE TYPE: Wood or timber	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.7	NUMBER OF MAIN SPANS: 5	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.3	MAIN SPAN DETAILS: Multiple timber stringers. Timber deck. and twin-beam railing.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Timber		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

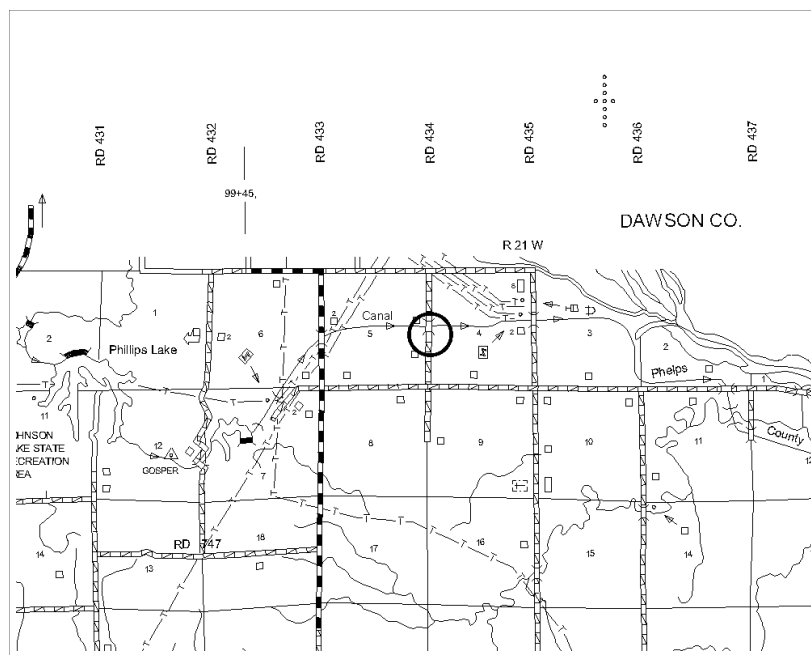
NBI HISTORIC CODE: 2 - Eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant representative example of an economical bridge type widely used by counties, with long overall structure length.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments (no wing walls). 4 timber piers with caps and timber cross bracing. This bridge is recommended eligible because it is a significant representative example of the timber stringer type with a long structure length (154 feet). It illustrates the county's effort to solve an engineering problem by simple and economical means. The structure length indicates an effort by the county to achieve maximum use of this simple, inexpensive bridge type. Bridge C003744110 retains integrity of materials, design, and workmanship. This would be the state's only National Register-eligible example of the timber-stringer type, which was widely used by Nebraska counties.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S012 08127	NeHBS NUMBER:	KP00-102	YEAR BUILT:	1957
LOCATION:	0S BROCKSBURG	FEATURE CARRIED:	HIGHWAY N12	YEAR RECONSTRUCTED:	0
DISTRICT:	8	COUNTY:	Keya Paha	FEATURE CROSSED:	KEYA PAHA RIVER

UTM ZONE:	14	NORTHING:	4,753,095.35	EASTING:	472,799.74	TOWNSHIP:	34	RANGE:	17	DIRECTION	W	SECTION:	09
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	197	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	85		Box beam or girders - multiple		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	26	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	30.8	MAIN SPAN DETAILS:	Continuous concrete box beam. Curved concrete end posts. Asphalt overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Concrete barrier				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Change in railing/parapet			
SURROUNDING LAND USE:					
Agricultural					

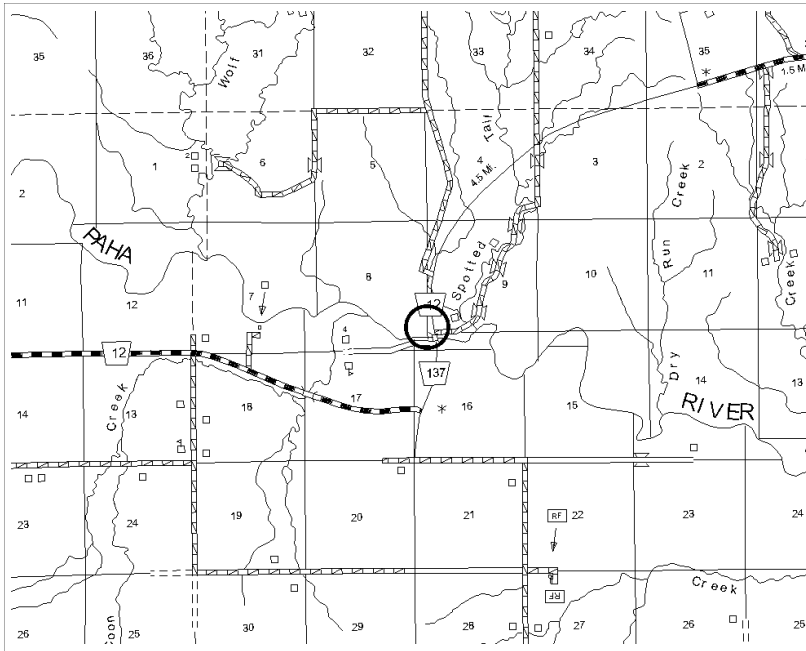
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. 2 solid concrete piers. Bolts along edge of deck indicate railing alteration. Bridge S012 08127 is recommended eligible for the National Register under Criterion C because it is one of the earliest known extant examples of the concrete continuous box beam type in the state. It has variable depth box beams with curved soffits, giving the design an aesthetically pleasing appearance. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005303505	NeHBS NUMBER: KM00-103	YEAR BUILT: 1960
LOCATION: 7S 4W OF KIMBALL .5S ROAD 20	FEATURE CARRIED: COUNTY ROAD 33	YEAR RECONSTRUCTED: 0
DISTRICT: 5 COUNTY: Kimball	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,563,658.22	EASTING: 102,061.15	TOWNSHIP: 13	RANGE: 56	DIRECTION W	SECTION: 03
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 38	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 35	Channel beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28	MAIN SPAN DETAILS: Concrete curb. Concrete channel beam serves as deck. Gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

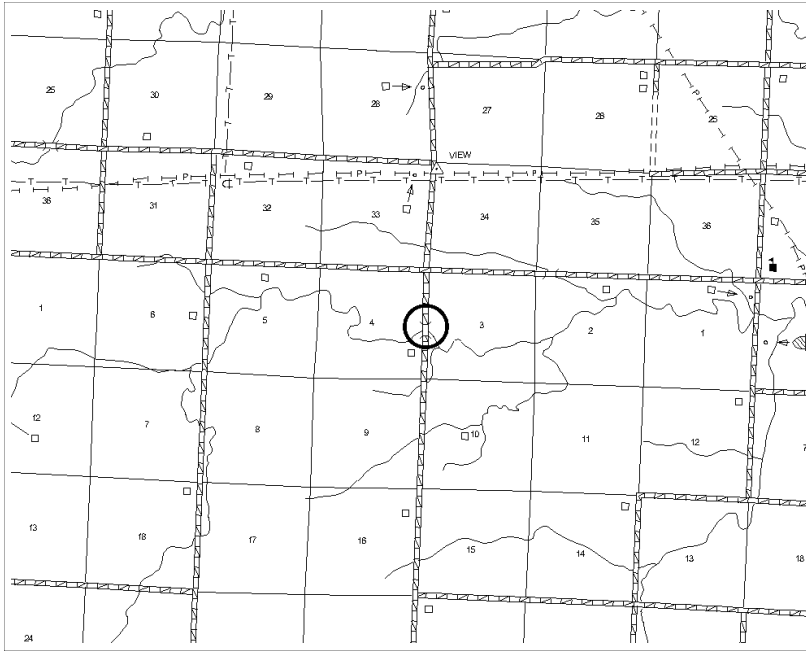
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant, early example of this uncommon type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber wings and abutments with steel pile supports. 5 steel piles at each abutment with welded pile cap supporting ends of concrete channel beams. This bridge is recommended eligible for the National Register under Criterion C as an early, significant example of an uncommon bridge type during the subject period. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005401905P	NeHBS NUMBER: KX00-358	YEAR BUILT: 1946
LOCATION: 8.1W .4S OF WINNETOON	FEATURE CARRIED: COUNTY ROAD 875	YEAR RECONSTRUCTED: 1965
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,706,220.59	EASTING: 572,026.85	TOWNSHIP: 29	RANGE: 07	DIRECTION W	SECTION: 10
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 72	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 71	Truss - deck	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Prefabricated modular truss. Modular design. Paired trusses in deck-truss arrangement. 30-40 steel I-beams perpendicular to roadway between deck and trusses. Truss sections connected by pins. Truss-member connections are welded. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural	Widened	1965

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

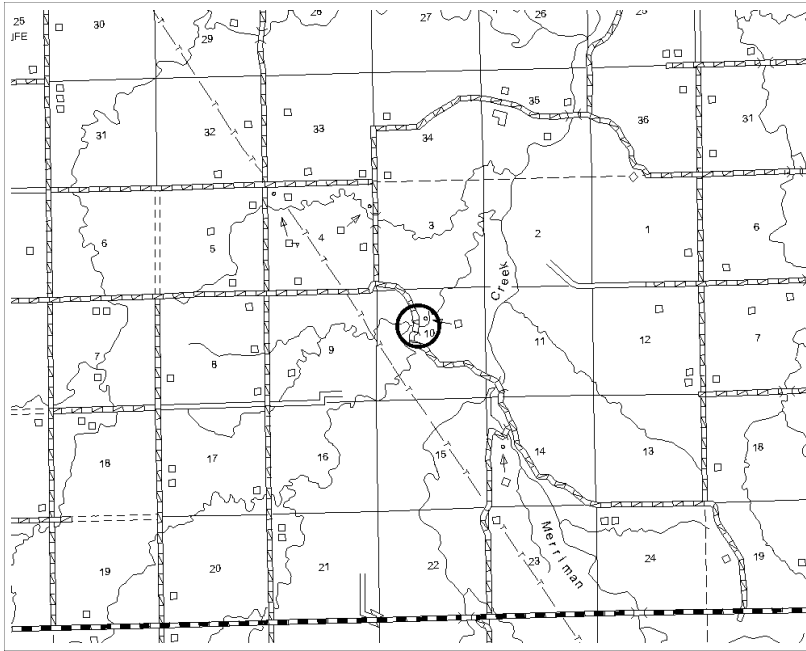
REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion A: Economic solution to transportation and bridge-building problem.

Criterion C: Nebraska's only example of a prefabricated modular truss design that is uncommon nationally.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Widened from 12 feet to 16 feet in 1965. Only prefabricated modular truss identified in Nebraska. Retains integrity of materials, design, and workmanship. Appears to be a World War II or post-war, prefabricated modular bridge, designed for easy assembly, disassembly, and relocation. Truss modules enable use for different span lengths. The modules are manufactured as truss-end units (with one sloped chord) or as center-span units (parallel chords) and joined together with large cotter-pin connectors. The size and connection of module members allow the truss to be erected in either a deck or pony truss arrangement. This bridge was installed in a deck-truss arrangement, making it particularly unusual because deck trusses of any type are rare both in Nebraska and nationally. Similar bridges were identified in Arkansas and Texas and the two Arkansas examples are listed in the NRHP. Believed to be a surplus U.S. Army portable structure, this bridge provided an economic solution to Knox County's transportation and bridge-building program immediately following World War II.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005501110	NeHBS NUMBER: LC00-133	YEAR BUILT: 1959
LOCATION: W EDGE OF BLUE STEM REC	FEATURE CARRIED: SOUTHWEST 72ND STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: NORTH BRANCH	

UTM ZONE: 14	NORTHING: 4,500,713.06	EASTING: 684,492.24	TOWNSHIP: 08	RANGE: 05	DIRECTION: E	SECTION: 25
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 39	Box beam or girders - multiple	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.3	MAIN SPAN DETAILS: 8 multiple adjacent prestressed concrete box beams. Concrete curb and concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		1959 on bridge plate.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: Lancaster County Bridge Engineer; Dobson Bros., Contractor; Nebraska Prestressed Concrete Co., Fabricator		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

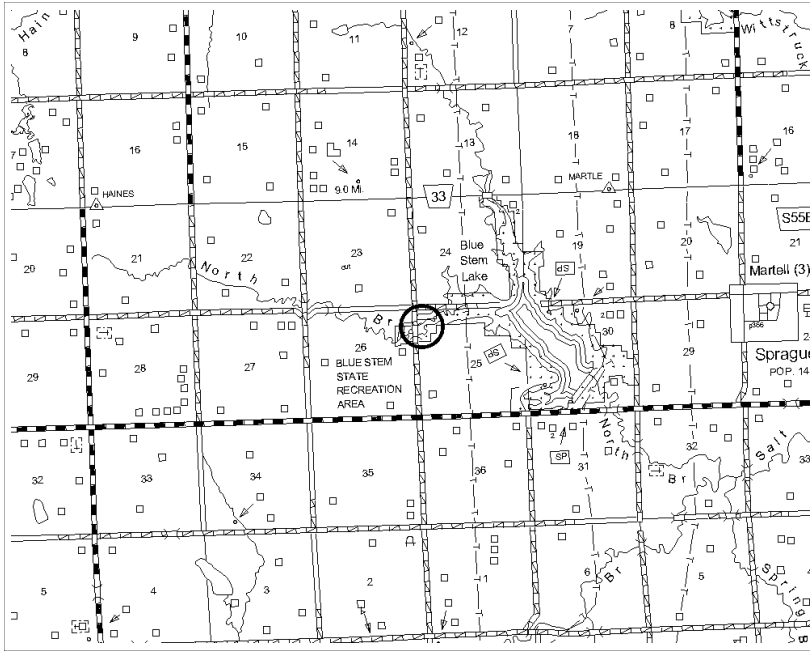
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant representative example of a prestressed-concrete box beam that demonstrates the longer-span capability of the type; earliest example of type in state; early example by major Nebraska producer.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutment with 6 piles. Timber wing walls. Built in 1959, this multiple prestressed concrete box-beam bridge was determined eligible as an example of a very uncommon type, as one of Nebraska's earliest extant prestressed concrete box-beam bridges designed by a county highway engineer, and as a representative of the first prestressed bridge products of a pioneer Nebraska prestressed concrete manufacturer. Bridge C00550110 is the longest of the Nebraska Prestressed Concrete Company's three 1959 bridges for Lancaster County and represents the design potential of the prestressed box beam for producing longer spans than earlier types. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

Shop plans available at Lancaster County Highway Superintendent's Office, Plan #010656. Production plans available at Concrete Industries, Lincoln (formerly Nebraska Prestressed Concrete Company), as Lancaster Co. Bridges, No. 59SL 37-42, Oct. 30, 1959.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

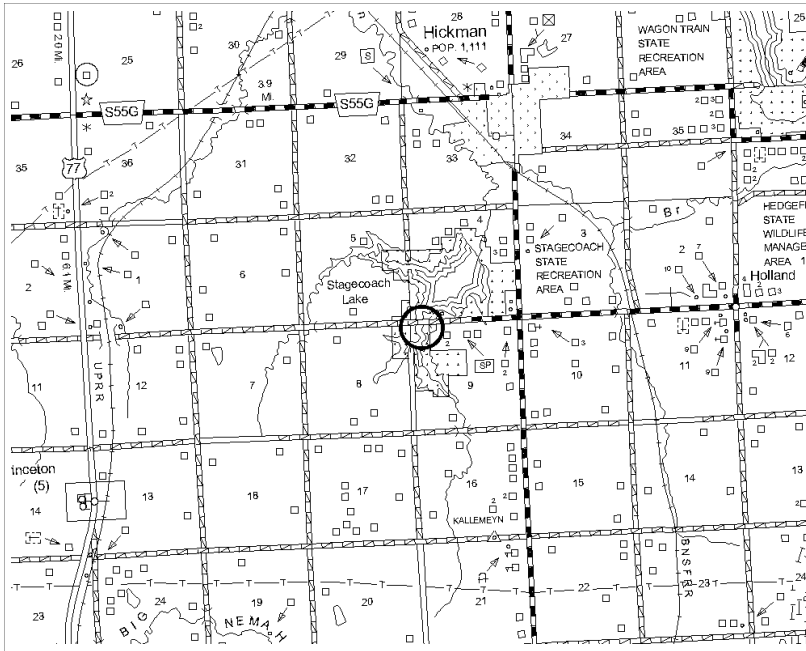
STRUCTURE NUMBER: C005506445		NeHBS NUMBER: LC00-138	YEAR BUILT: 1963
LOCATION: JCT US HIGHWAY 77/S-55G 2S 3E		FEATURE CARRIED: PANAMA ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 1	COUNTY: Lancaster	FEATURE CROSSED: STREAM (X 129)	
UTM ZONE: 14	NORTHING: 4,496,461.72	EASTING: 699,134.11	TOWNSHIP: 07 RANGE: 07 DIRECTION E SECTION: 09

STATUS: Extant - in service		OWNER: County Highway Agency	
STRUCTURE LENGTH (FT): 62	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 30	Channel beam		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 27.3	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 29.3	MAIN SPAN DETAILS: 11 channel beams. Asphalt pavement.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: U.S. Army Corps of Engineers		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN): 2003
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 2 - Eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
REASON FOR NATIONAL REGISTER DETERMINATION: Criterion A: Associated with flood control project, and associated with U.S. Army Corps of Engineers (USACE). Criterion C: Significant, early example of this uncommon type.		
REASON NOT EVALUATED:		

LOCATION MAP



ADDITIONAL INFORMATION:

New guardrail. Open concrete piles. Corps of Engineers paid for bridge. New guardrail added 2003-2004. Plans reference U.S. Army Corp of Engineers Dam and Reservoir Site no. 9. This bridge is recommended eligible for the National Register under Criterion C as an early, significant example of an uncommon bridge type during the subject period. It retains integrity of materials, design, and workmanship. This bridge is also recommended eligible under Criterion A for its association with the conservation context. It was built by the US Army Corps of Engineers, Omaha District, as part of the Salt Creek Valley Project. The flood control project was authorized in 1958 to reduce flood damage, increase water quality, improve recreation, and enhance the fish and wildlife habitat. Bridge C005506445 crosses Stagecoach Lake (Dam Site No. 9), a 120-acre reservoir.

SOURCES:

Plans available at Lancaster County Highway Superintendent's Office and NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005560320	NeHBS NUMBER: LC00-143	YEAR BUILT: 1964
LOCATION: W EDGE OF PAWNEE LAKE	FEATURE CARRIED: COUNTY ROAD 126TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: PAWNEE LAKE	

UTM ZONE: 14	NORTHING: 4,525,170.23	EASTING: 677,699.00	TOWNSHIP: 10	RANGE: 05	DIRECTION: E	SECTION: 05
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 93	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Box beam or girders - multiple	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 27.2	MAIN SPAN DETAILS: Multiple, adjacent, box beams. Concrete curb and concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: Dobson Bros. - Contractor; Nebraska Prestressed Concrete Co. - Fabricator		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

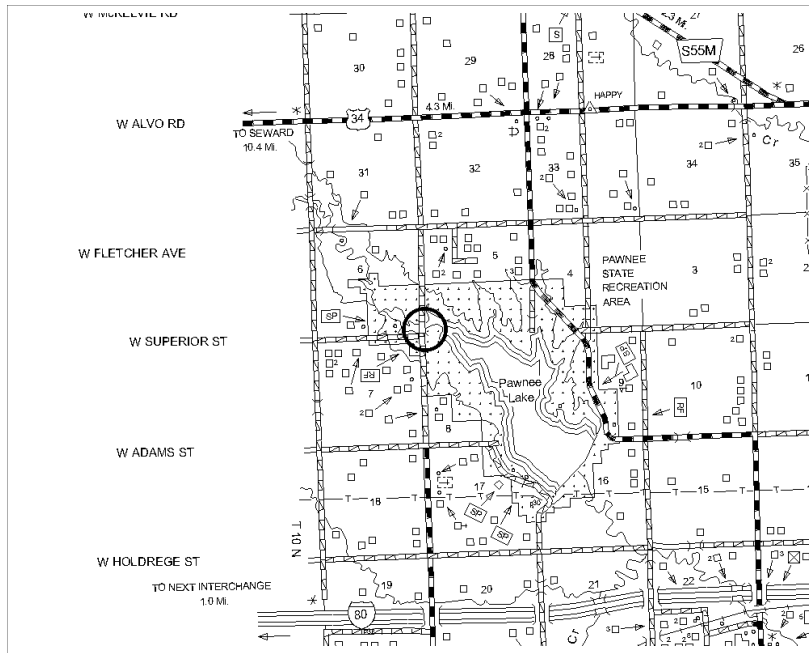
REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion A: Associated with flood control project, and associated with U.S. Army Corps of Engineers (USACE).

Criterion C: Significant multi-span example of a very uncommon prestressed-concrete bridge type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. Open concrete piles. Concrete railing replaced with metal beam (guardrail). Sheet pile driven behind abutments in 1997 by Capitol Bridge. Bridge C005560320 is recommended eligible for the National Register under Criterion C. Built in 1964 by Nebraska Prestressed Concrete Company, this multiple prestressed concrete box-beam bridge is a significant representative example of a multiple-span type of prestressed box-beam construction, a very uncommon type in Nebraska. It was produced by NPCC and is the only multiple-span example of a prestressed concrete box beam from the subject period. This bridge also recommended eligible under Criterion A for its association with the conservation context. It was built by the US Army Corps of Engineers, Omaha District, as part of the Salt Creek Valley Project. The flood control project was authorized in 1958 to reduce flood damage, increase water quality, improve recreation, and enhance the fish and wildlife habitat. It crosses Pawnee Lake (Dam Site No. 14), a 740-acre reservoir.

SOURCES:

Maintenance records at Lancaster County Highway Superintendent's office. Cited in chronological project record book at Concrete Industries, Lincoln (formerly Nebraska Prestressed Concrete Company).

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S006 30732	NeHBS NUMBER:	LC00-144	YEAR BUILT:	1954
LOCATION:	0E EMERALD	FEATURE CARRIED:	US HIGHWAY 6	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Lancaster	FEATURE CROSSED:	MIDDLE CREEK

UTM ZONE:	14	NORTHING:	4,520,304.91	EASTING:	683,161.30	TOWNSHIP:	10	RANGE:	05	DIRECTION	E	SECTION:	26
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	160	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	70		Tee beam		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	52.2	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	58	MAIN SPAN DETAILS:	Concrete beams. Variable depth. Skewed alignment. Curved concrete end posts at all corners. Concrete deck.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				Capacity 20 tons, F1(8)1,1954.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

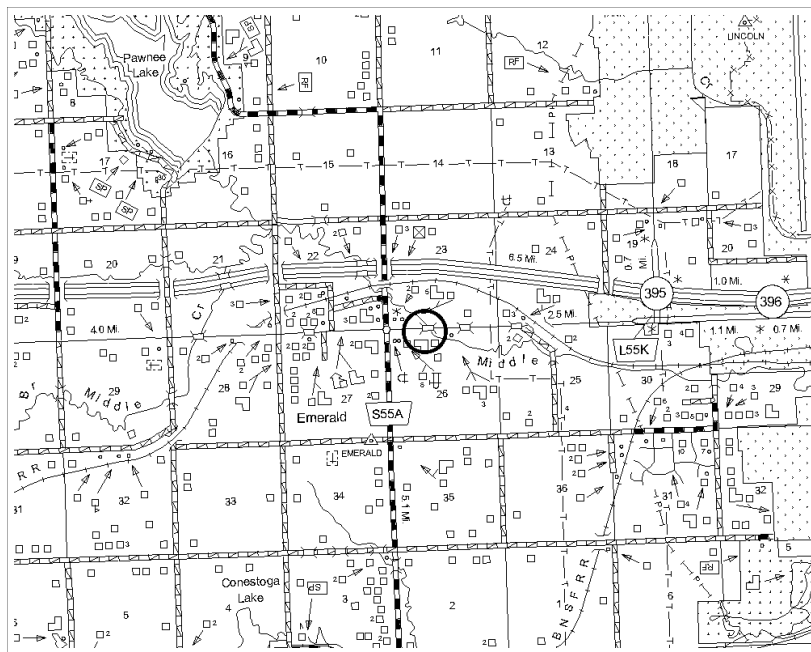
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Bridge includes special feature of variable-depth beams with curved bottom edges, indicating additional engineering effort and expense for special aesthetic effect; structure length also indicates additional engineering for this site.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

S006 30732 is recommended eligible for the National Register under Criterion C as a significant representative example of the concrete tee beam type with an exceptional structure length. The bridge is an intact variable-depth concrete continuous structure with three spans and a 160-foot overall length. The structure length indicates an engineering design at an exceptional length for this type in order to accommodate site-specific issues at the crossing. The variable-depth beams are designed with an aesthetically pleasing curve along the beam soffit, or bottom edge, a design element requiring additional design and construction effort and expense. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

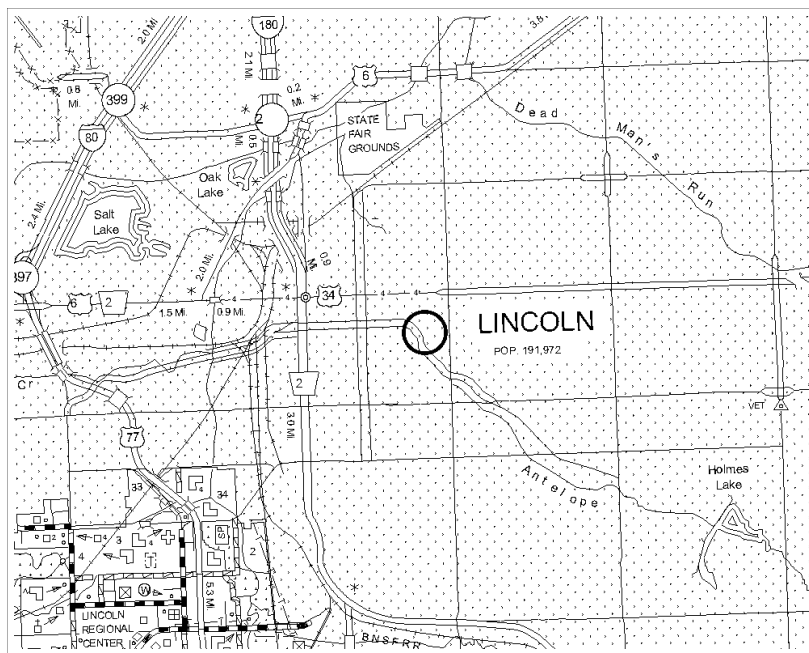
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: U142503410P		NeHBS NUMBER: LC13:D8-549		YEAR BUILT: 1959	
LOCATION: J STREET AT S 24TH STREET		FEATURE CARRIED: J STREET		YEAR RECONSTRUCTED: 0	
DISTRICT: 1 COUNTY: Lancaster		FEATURE CROSSED: ANTELOPE CREEK			
UTM ZONE: 14 NORTHING: 4,520,055.65		EASTING: 695,125.18		TOWNSHIP: 10 RANGE: 06 DIRECTION E SECTION: 25	
STATUS: Extant - in service		OWNER: City or Municipal Highway Agency			
STRUCTURE LENGTH (FT): 64		BRIDGE TYPE: Prestressed concrete		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 62		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30.5		NUMBER OF MAIN SPANS: 1		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 70.8		MAIN SPAN DETAILS: Prestressed concrete I-beams. Concrete end posts.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal tube/pipe		Ornamental rail/parapet		None.	
SUBSTRUCTURE: Concrete					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
City (areas of urban development)					
SURROUNDING LAND USE:					
Commercial					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
2 - Eligible for the NRHP		Eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Criterion A: Example of common post-World War II bridge type adapted for urban setting.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Bridge was built wide for 2 reasons: To accommodate pedestrian traffic (located 1 block from high school) and to enable future, efficient widening of the road. This bridge is recommended eligible under Criterion A for their association with community and urban planning. It is a prestressed concrete girder structure with unusual width to accommodate sidewalks and terraces. The bridge was built in 1959 to accommodate pedestrian traffic from a nearby high school and future roadway widening.

SOURCES:

City of Lincoln, Engineering Services, 2/7/07.

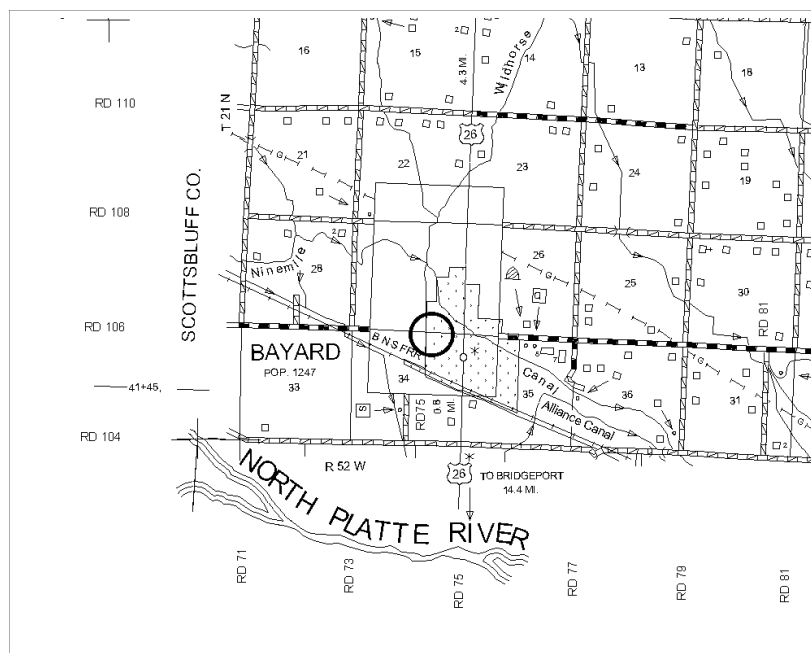
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: M018503610		NeHBS NUMBER: MO03-063		YEAR BUILT: 1955	
LOCATION: BAYARD 8TH AT WISCONSIN		FEATURE CARRIED: 8TH STREET		YEAR RECONSTRUCTED: 0	
DISTRICT: 5 COUNTY: Morrill		FEATURE CROSSED: WILDHORSE CANYON			
UTM ZONE: 14 NORTHING: 4,632,013.32		EASTING: 140,006.93		TOWNSHIP: 21 RANGE: 52 DIRECTION W SECTION: 34	
STATUS: Extant - in service		OWNER: City or Municipal Highway Agency			
STRUCTURE LENGTH (FT): 32		BRIDGE TYPE: Prestressed concrete		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 30		Channel beam			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.6		NUMBER OF MAIN SPANS: 1		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 26.6		MAIN SPAN DETAILS: 8 prestressed concrete channel beams. Asphalt overlay on deck.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				None.	
SUBSTRUCTURE: Concrete					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Town (small communities)					
SURROUNDING LAND USE:					
Residential					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
2 - Eligible for the NRHP		Eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Criterion C: Significant early example of uncommon type in Nebraska utilizing new material and technology.					
REASON NOT EVALUATED:					

LOCATION MAP

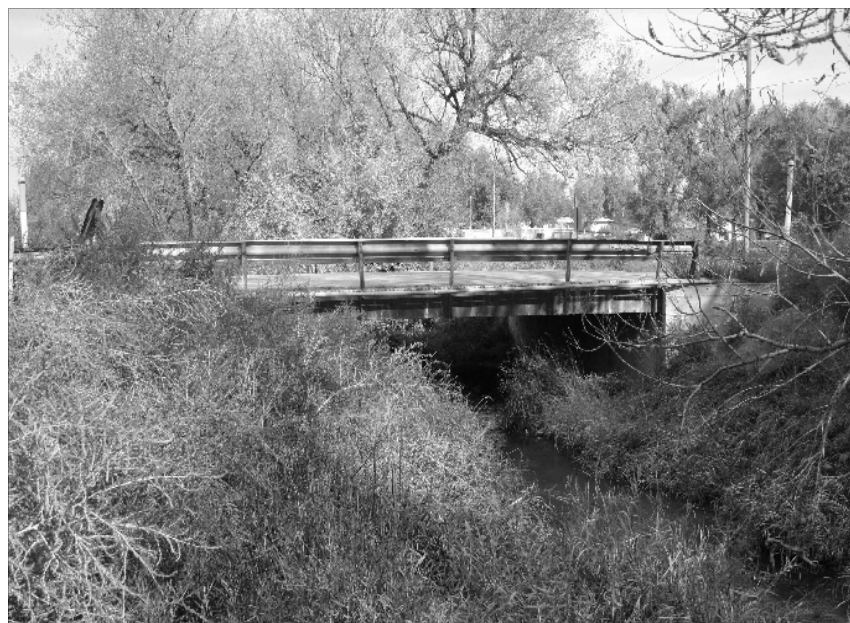


ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Metal beam guardrail bolted to outer beams. No curb. Bridge M018503610 is recommended eligible for the National Register under Criterion C as a significant early example of an uncommon bridge type from the subject period. The prestressed concrete channel beam never has become a prevalent bridge type in Nebraska; there are no post-1965 prestressed concrete channel beams recorded in BISON. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S022 06567	NeHBS NUMBER: NC00-189	YEAR BUILT: 1957
LOCATION: 7SW GENOA	FEATURE CARRIED: HIGHWAY N22	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Nance	FEATURE CROSSED: COUNCIL CREEK	

UTM ZONE: 14	NORTHING: 4,584,174.17	EASTING: 596,404.20	TOWNSHIP: 17	RANGE: 05	DIRECTION W	SECTION: 36
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 74	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 74	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.8	MAIN SPAN DETAILS: 5 prestressed concrete beams. Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

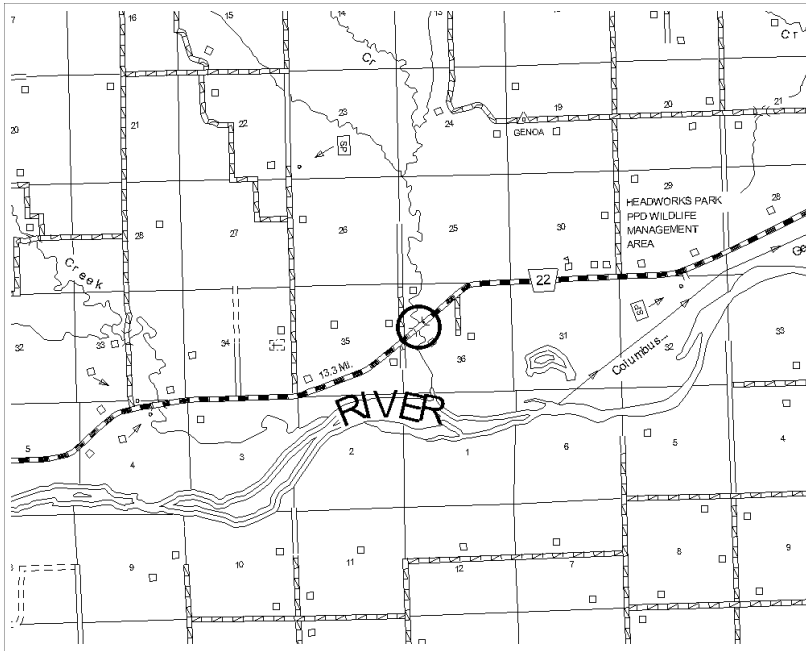
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant, early, representative example of the use of prestressed concrete in Nebraska, a new bridge material and technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete floor beams rest on round metal column pier abutments. Original railing removed and recently replaced with concrete railing. Bridge S022 06567 is recommended eligible because it has been identified as a significant early representative example of the type in the state. The bridge was built in 1957, prior to NDOR's issuance of its first standard plan for prestressed concrete beams (1958). The bridge retains integrity of its essential superstructure component, the prestressed-concrete beams; the original railing has been replaced with a concrete barrier railing, which does not alter the historic engineering integrity.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S067 05206	NeHBS NUMBER:	OT05-011	YEAR BUILT:	1951
LOCATION:	0E LORTON	FEATURE CARRIED:	HIGHWAY N128	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Otoe	FEATURE CROSSED:	NORTH FORK LITTLE NEMAHA RIVER

UTM ZONE:	14	NORTHING:	4,498,258.92	EASTING:	752,302.79	TOWNSHIP:	07	RANGE:	12	DIRECTION	E	SECTION:	01
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	192	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	188		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	22.3	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	27.4	MAIN SPAN DETAILS:	Pratt overhead truss. 7 floor beams and riveted cross bracing. Skewed bridge portal. V-lacing on main members. Concrete curbs. Concrete deck with asphalt overlay.		

TRUSS CONNECTION:	Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal tube/pipe		Capacity 20 tons, S-32(5)-1, 1951.
SUBSTRUCTURE:	Concrete		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Town (small communities)		
SURROUNDING LAND USE:		
Agricultural		

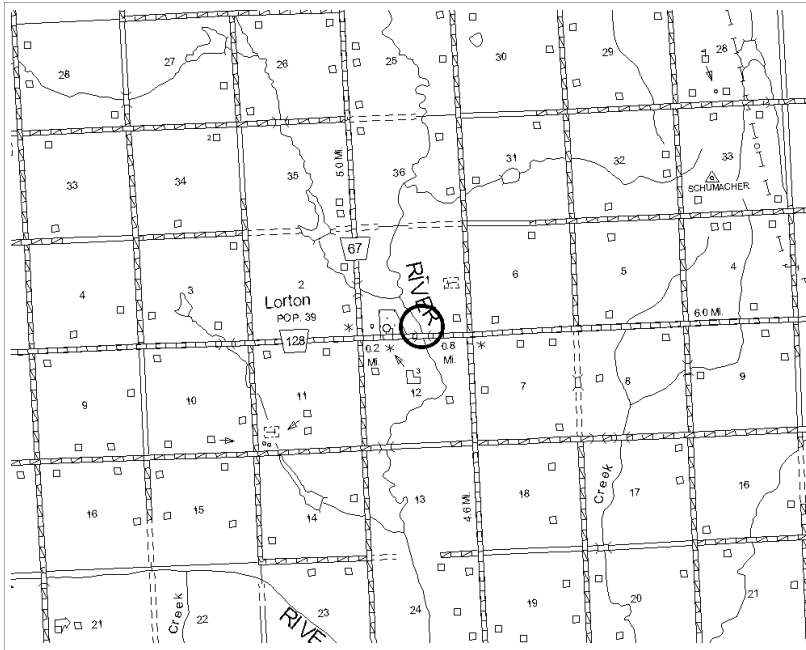
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Unusual span or structure length indicates exceptional engineering for the site; skewed portal is a special engineering feature.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Skewed abutments are a combination of steel and concrete. Timber wing walls. S067 05206 is recommended eligible for the National Register under Criterion C as a long example of the rigid-connected (riveted) Pratt through-truss type with a skewed portal, which is a special engineering design feature. Constructed in 1955, it has a main span longer than that of the previously listed trusses, indicating engineering that pushes the design to its maximum limit. The skewed portal is a significant engineering variation on the traditional skewed truss. In the conventional approach, the two truss units in the structure are offset, thus creating a skew (with skewed floorbeams) for the entire length of the bridge. In this example, the trusses are aligned for all panels (with perpendicular floorbeams) except the end panels, which are skewed. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S050 00179	NeHBS NUMBER: PW00-357	YEAR BUILT: 1954
LOCATION: SCL DUBOIS	FEATURE CARRIED: HIGHWAY N50	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Pawnee	FEATURE CROSSED: LORES BRANCH	

UTM ZONE: 14	NORTHING: 4,434,891.63	EASTING: 751,874.83	TOWNSHIP: 01	RANGE: 12	DIRECTION: E	SECTION: 27
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 81	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 80	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.4	MAIN SPAN DETAILS: Deck steel-plate girder. Composite, with four welded plate girders with bent-plate diaphragms. Concrete deck and concrete curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, S-589(1)-2, 1954.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Bridge Engineer		

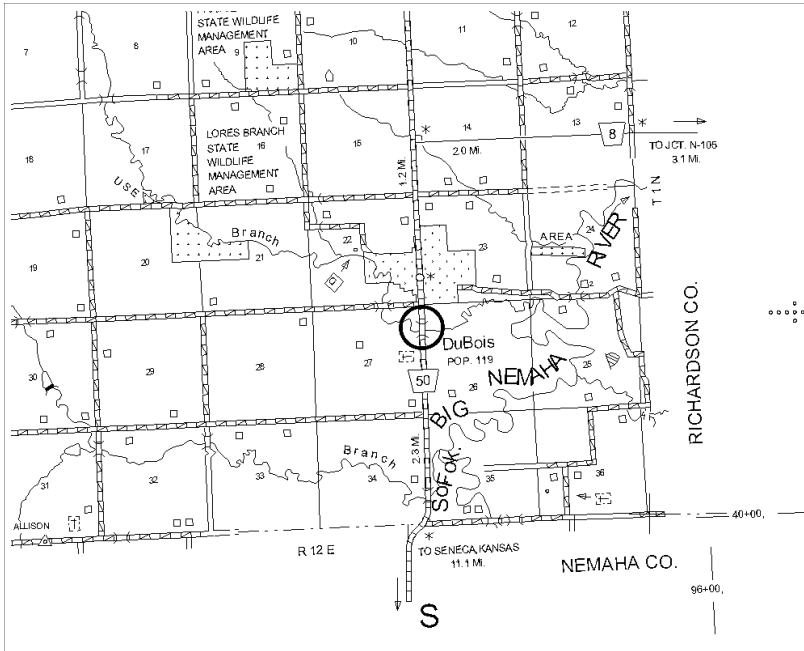
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Earliest extant all-welded state bridge with substantial integrity.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Railing 1509-F on plans. Bridge S050 00179 is a significant representative example of the state-designed, all-welded, steel girder type and is recommended eligible for the National Register under Criterion C. It also is the earliest extant state example of the all-welded steel girder type. This multi-girder (type 302) bridge has four all-welded, built-up girders with steel diaphragms, composite decks, and concrete abutments. It retains its original No. 10 gage, Flex-Beam guard railings. It retains complete design integrity and is believed to be one of a group of early, all-welded girder bridges completed or under contract by the state by 1956, according to an NDOR annual report.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007203810 **NeHBS NUMBER:** PK00-218 **YEAR BUILT:** 1956
LOCATION: W JCT US HIGHWAY 81/HIGHWAY N92 4S .9W **FEATURE CARRIED:** COUNTY ROAD 126TH STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 4 **COUNTY:** Polk **FEATURE CROSSED:** PRAIRIE CREEK

UTM ZONE: 14 **NORTHING:** 4,553,002.61 **EASTING:** 616,270.66 **TOWNSHIP:** 13 **RANGE:** 03 **DIRECTION W** **SECTION:** 01

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 51	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 49	Channel beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 27	MAIN SPAN DETAILS: 7 double tee beams with single tee beams on the outside. Concrete curb and concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, S-651-(2)-1, 1956.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

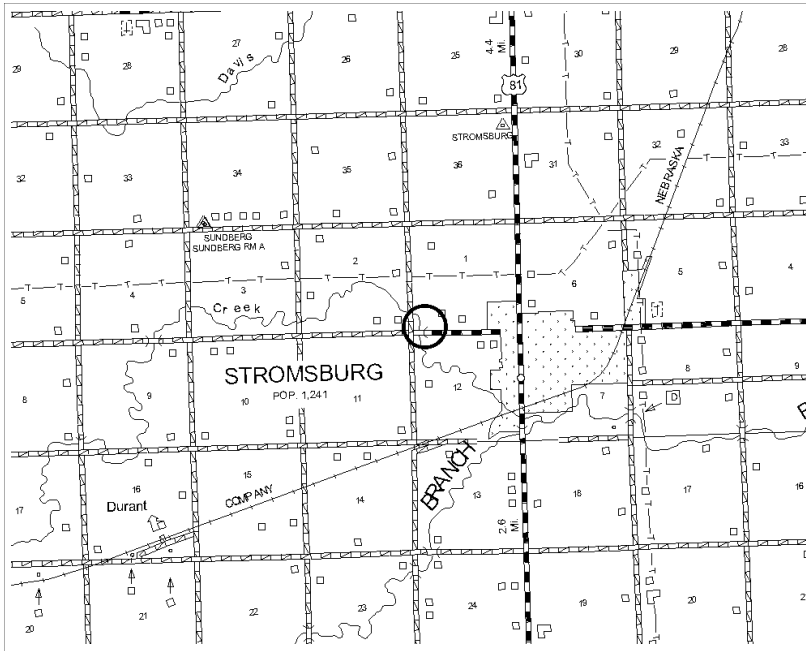
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early example of uncommon type in Nebraska utilizing new material and technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Abutments are a combination of concrete and timber. Timber wing walls. C007203810 is recommended eligible for the National Register under Criterion C as a significant early example of an uncommon bridge type from the subject period. The prestressed concrete channel beam never became a prevalent bridge type in Nebraska; there are no post-1965 prestressed concrete channel beams recorded in BISON. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

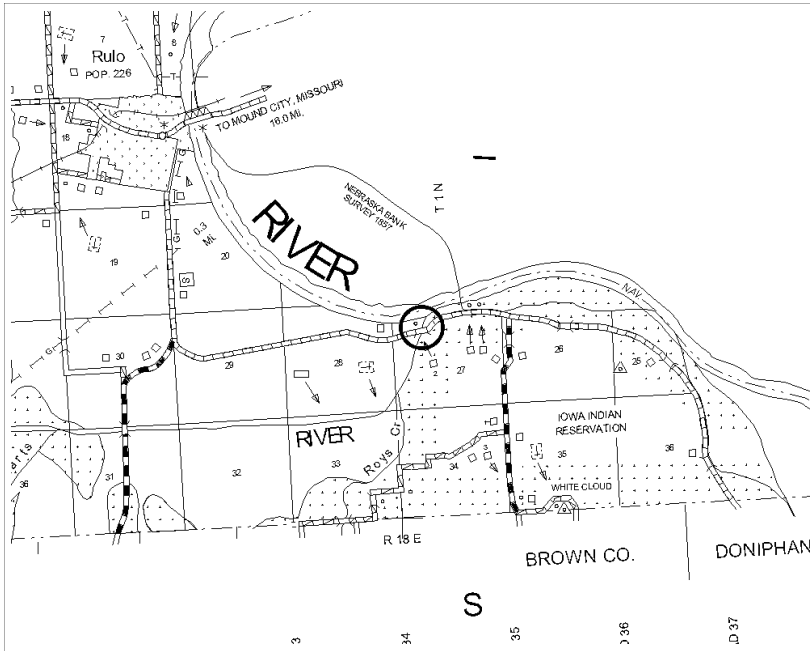
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007403435P		NeHBS NUMBER: RH00-538		YEAR BUILT: 1953	
LOCATION: JCT 159/MO SL 2S1.9E(Q-34)		FEATURE CARRIED: HIGHWAY 7		YEAR RECONSTRUCTED: 0	
DISTRICT: 1 COUNTY: Richardson		FEATURE CROSSED: BIG NEMAHA RIVER			
UTM ZONE: 14 NORTHING: 4,436,801.27		EASTING: 808,640.78		TOWNSHIP: 01 RANGE: 18 DIRECTION E SECTION: 27	
STATUS: Extant - in service		OWNER: County Highway Agency			
STRUCTURE LENGTH (FT): 305		BRIDGE TYPE: Steel continuous		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 120		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23.6		NUMBER OF MAIN SPANS: 3		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 24		MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, skewed, with three lines of welded plate-girders with bent-plate diaphragms, deeper over piers. Concrete deck.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				None.	
SUBSTRUCTURE: Concrete					
ENGINEER / DESIGNER: Hodgkins and Associates					
TYPE OF DEVELOPMENT: Rural (unincorporated areas)		ALTERATIONS: Change in railing/parapet		DATE OF ALTERATION (IF KNOWN):	
SURROUNDING LAND USE: Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
2 - Eligible for the NRHP		Eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION: Criterion C: Earliest all-welded steel-girder bridge in Nebraska, erected same year as earliest welded state bridge. Significant representative county example of type.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete substructure with steel beam reinforcements at abutments. 2 solid concrete piers. Bridge C007403435P was built in 1953 and is recommended eligible for the National Register under Criterion C. It is the earliest known all-welded steel girder bridge in the state and is contemporaneous with Nebraska's first all-welded state bridge, which was discussed in the NDOR annual report at the time. This 305-foot, three-span, skewed, continuous structure has three lines of welded, built-up girders with diaphragms. The girders are slightly deeper over the piers. Although the original railing has been replaced, the bridge retains complete design and construction integrity for the welded, built-up girders and sufficient historic integrity to be eligible for the National Register. The county bridge foreman states that this bridge was built for the county and was never a state bridge, to the best of his knowledge.

SOURCES:

Designer/builder and county-ownership information from Roger Lee, bridge foreman, Richardson County, phone interview with Mead & Hunt, 4-25-07.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007423310	NeHBS NUMBER:	RH00-540	YEAR BUILT:	1953
LOCATION:	JCT 73/75 6.5E.6S (I/J-17)	FEATURE CARRIED:	COUNTY ROAD 646 AVENUE	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Richardson	FEATURE CROSSED:	MUDDY CREEK

UTM ZONE:	14	NORTHING:	4,448,307.02	EASTING:	780,434.24	TOWNSHIP:	02	RANGE:	15	DIRECTION	E	SECTION:	14
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	221	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	Steel
LENGTH OF MAXIMUM SPAN (FT):	100		Truss - thru		Girder and floorbeam system
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	23.2	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	2
DECK WIDTH (OUT-TO-OUT) (FT):	25.4	MAIN SPAN DETAILS:	Warren pony truss with polygonal top chord. 11 floor beams with cross bracing. Combination of riveted and bolted connections on truss members. Vertical supports. Concrete deck and curb.		
			APPROACH SPAN DETAILS: 4 I-beams.		

TRUSS CONNECTION:	Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal beam		S-288 (1)-1, 1953.
SUBSTRUCTURE:	Concrete		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

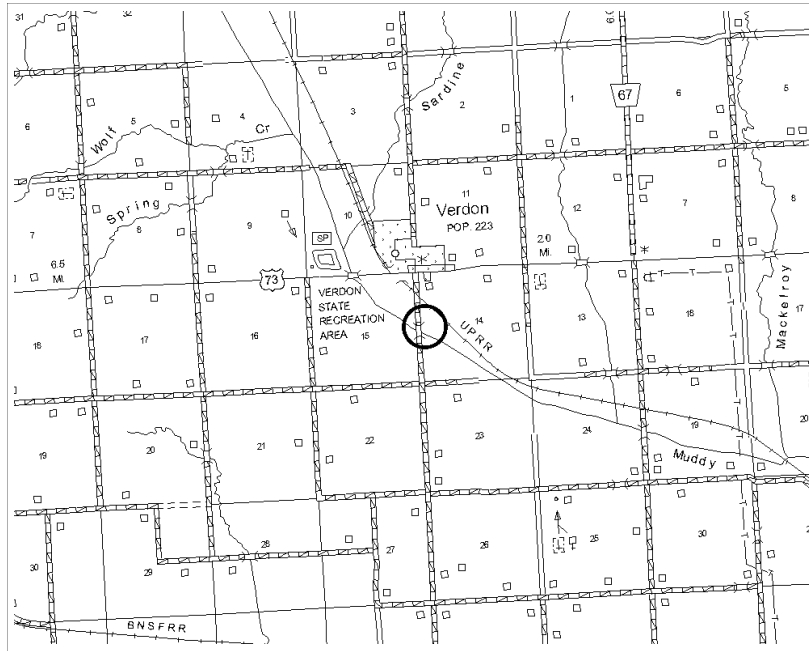
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Polygonal top chord represents significant variation within type; span length represents maximum possible for this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 closed piles. C007423310 features a polygonal top chord, a significant variation within the type, and a long main span (100 feet) that represents the maximum span length for the type in the subject period. The bridge retains its integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007600505	NeHBS NUMBER: SA00-203	YEAR BUILT: 1950
LOCATION: 1.7W 4.1S OF FRIEND	FEATURE CARRIED: COUNTY ROAD 300 STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saline	FEATURE CROSSED: TURKEY CREEK	

UTM ZONE: 14	NORTHING: 4,495,140.05	EASTING: 641,308.84	TOWNSHIP: 07	RANGE: 01	DIRECTION: E	SECTION: 09
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 173	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Girder and floorbeam system	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19	NUMBER OF MAIN SPANS: 5	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.6	MAIN SPAN DETAILS: Steel I-beam. Cantilever, with floor beam system. 3 main I-beams support floor-beam system, including transverse floor beams and 6 longitudinal secondary beams. Beam webs in center span deeper than others. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

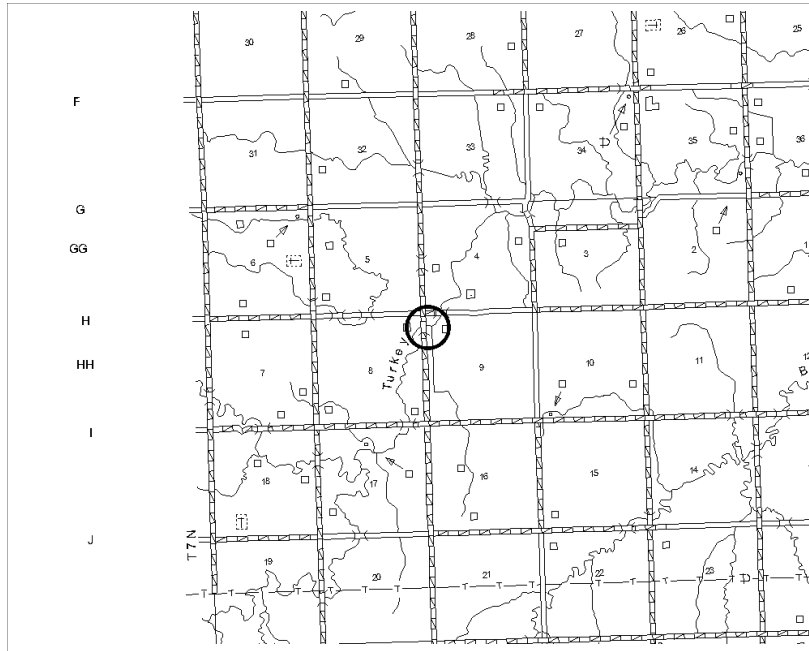
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant county adaptation of cantilever design, with extremely short cantilever arms and simple pinned hinges.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Corrugated steel abutments and wing walls. Steel piles. C007600505 is recommended eligible for the National Register under Criterion C. The structure's retention of the typically older two-girder/floor beam system, and unusually short cantilever arms, represents one county's adaptation of the cantilever designs developed by state highway engineers during subject period.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007601330	NeHBS NUMBER:	SA00-204	YEAR BUILT:	1927
LOCATION:	1E 2.7S OF FRIEND	FEATURE CARRIED:	COUNTY ROAD 700 STREET	YEAR RECONSTRUCTED:	1960
DISTRICT:	1	COUNTY:	Saline	FEATURE CROSSED:	TURKEY CREEK

UTM ZONE:	14	NORTHING:	4,497,298.31	EASTING:	647,614.99	TOWNSHIP:	08	RANGE:	01	DIRECTION	E	SECTION:	36
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STATUS:	Extant - in service	OWNER:	County Highway Agency		
STRUCTURE LENGTH (FT):	141	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	Steel
LENGTH OF MAXIMUM SPAN (FT):	86		Girder and floorbeam system		Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	20	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	1
DECK WIDTH (OUT-TO-OUT) (FT):	21.6	MAIN SPAN DETAILS:	Through steel-plate girder. Two riveted plate-girders with longitudinal stiffeners. Floor-beam system just below longitudinal stiffeners. Concrete curb and concrete deck.	APPROACH SPAN DETAILS:	3 rolled beams with welded cross bracing. W-beam railing.

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:
RAILING:	Metal plate			None.
SUBSTRUCTURE:	Steel			
ENGINEER / DESIGNER:				

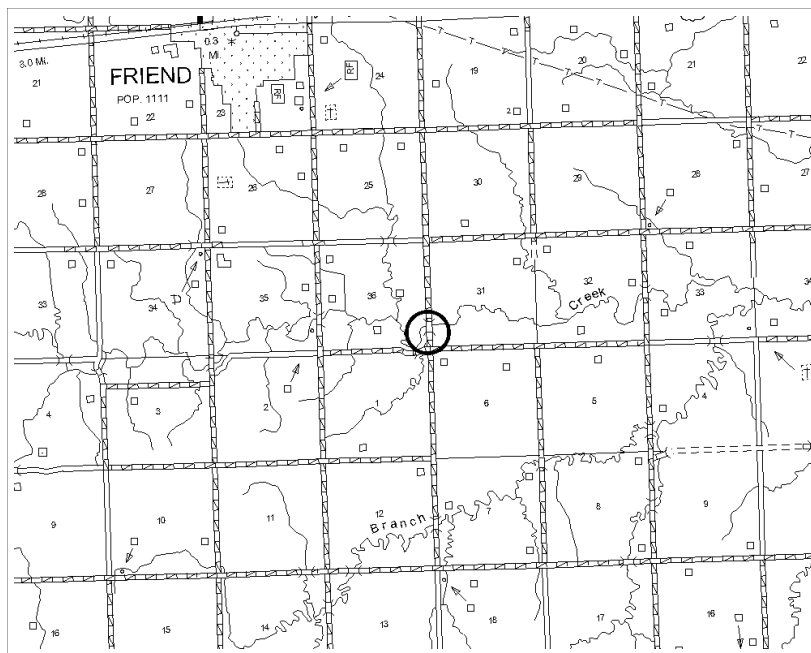
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		Added approach span		
SURROUNDING LAND USE:				
Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments and wing walls. Steel stringer approach span added to original plate girder structure. Bridge C007601330 is a rare surviving example of an "important indigenous Nebraska structural type," according to the 1996 Nebraska Historic Bridge Inventory Update and is recommended eligible for the National Register under Criterion C. Similar steel through-girders (not viaducts) identified in the 1996 study were dated from 1923 to 1931 and the sole surviving example from that study is dated 1923. According to BISON, Bridge C007601330 has a year-built of 1927 and a year-reconstructed of 1960. The construction date is uncertain and it is possible that it was relocated to the current site in 1960. The bridge is constructed of steel plates with both vertical and horizontal riveted seams. The deck is located just below the horizontal seam, which is at the mid-point of each of the girders.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007614620	NeHBS NUMBER:	SA00-207	YEAR BUILT:	1961
LOCATION:	JCT HIGHWAY N15/HIGHWAY N74 3S 6.3E	FEATURE CARRIED:	W STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Saline	FEATURE CROSSED:	SWAN CREEK

UTM ZONE:	14	NORTHING:	4,471,553.33	EASTING:	664,543.88	TOWNSHIP:	05	RANGE:	03	DIRECTION	E	SECTION:	26
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	204	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	101		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	19	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	19.6	MAIN SPAN DETAILS:	Pratt pony truss with parallel chords. Longest span has 4 floor beams. X-lacing on main members. Stamped "Illinois S USA" on main members. Shorter spans have 2 floor beams with cross bracing. V-lacing on main members. Metal deck with concrete overlay and curb.		

TRUSS CONNECTION:	Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal		None.
SUBSTRUCTURE:	Concrete		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

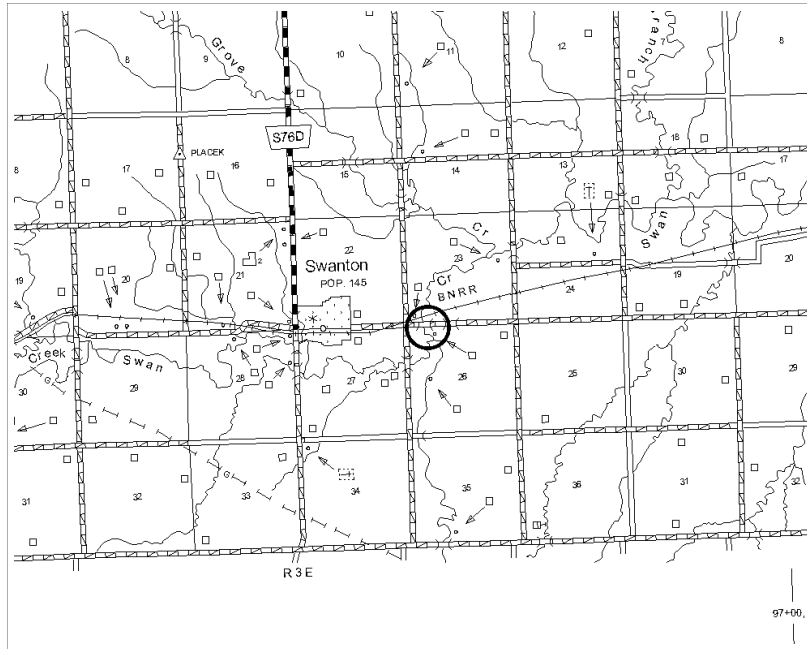
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Multi-span truss bridge with unusual span length indicating additional engineering effort for the site.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

This structure includes three rigid-connected (riveted) Pratt pony-truss spans. Most rigid-connected Pratt pony truss bridges are single spans or have girder (non-truss) approaches. In addition, this example has an exceptionally long main-span of 101 feet for a parallel-chord pony truss. It retains its integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007801415	NeHBS NUMBER: SD00-335	YEAR BUILT: 1965
LOCATION: 3N 5.5E OF PRAGUE	FEATURE CARRIED: COUNTY ROAD U	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: SAND CREEK	

UTM ZONE: 14	NORTHING: 4,580,152.66	EASTING: 691,995.01	TOWNSHIP: 16	RANGE: 06	DIRECTION: E	SECTION: 23
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 91	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 90	Girder and floorbeam system	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.1	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 22.8	MAIN SPAN DETAILS: Through steel-plate girder. Two riveted plate-girders with longitudinal stiffeners. Floor-beam system just below longitudinal stiffeners. Corrugated metal deck with concrete overlay. Concrete curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal plate		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

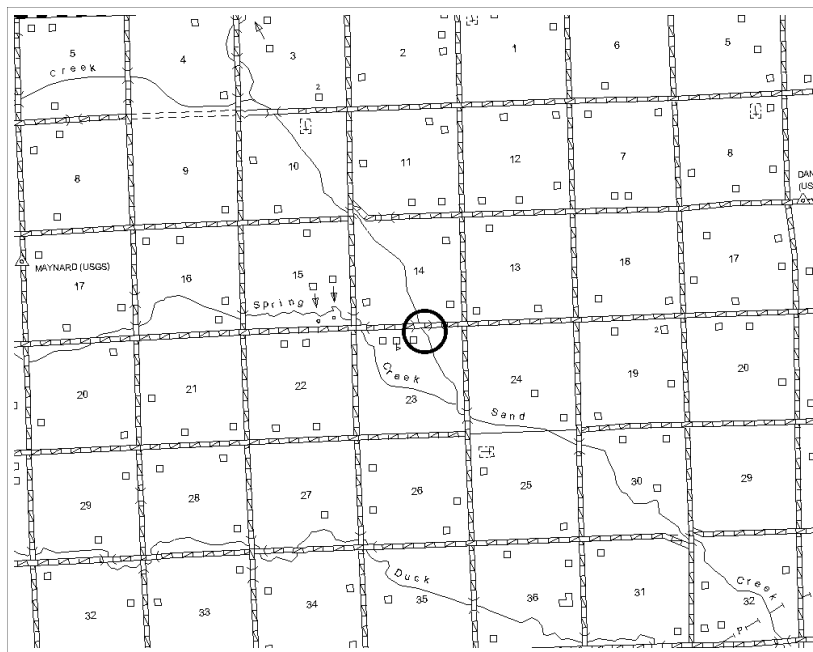
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

MOG-2-65 in concrete. Concrete abutments and wing walls. Bridge is similar to C007601330 and may date to c.1927. Bridge C007801415 is a rare surviving example of an "important indigenous Nebraska structural type," according to the 1996 Nebraska Historic Bridge Inventory Update and is recommended eligible for the National Register under Criterion C. Similar steel through-girders (not viaducts) identified in the 1996 study were dated from 1923 to 1931 and the sole surviving example from that study is dated 1923. According to BISON, Bridge C007801415 has a year-built of c1927. The construction date is uncertain and it is possible that it was relocated to the current sites in 1965. The bridge is constructed of steel plates with both vertical and horizontal riveted seams. The deck is located just below the horizontal seam, which is at the mid-point of each of the girders.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007802365	NeHBS NUMBER: SD00-337	YEAR BUILT: 1950
LOCATION: 4.7N 1E OF MALMO	FEATURE CARRIED: COUNTY ROAD 21	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: SAND CREEK	

UTM ZONE: 14	NORTHING: 4,578,872.09	EASTING: 692,587.19	TOWNSHIP: 16	RANGE: 06	DIRECTION: E	SECTION: 23
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 136	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 99	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 16.1	MAIN SPAN DETAILS: Camelback overhead truss. 8 I-beams. V-lacing on main members with rivets. Timber deck with gravel and dirt overlay.	APPROACH SPAN DETAILS: 8 I-beams and timber deck.

TRUSS CONNECTION: Pinned
RAILING: Metal tube/pipe
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

2 - Eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Eligible

NATIONAL REGISTER DETERMINATION DATE:

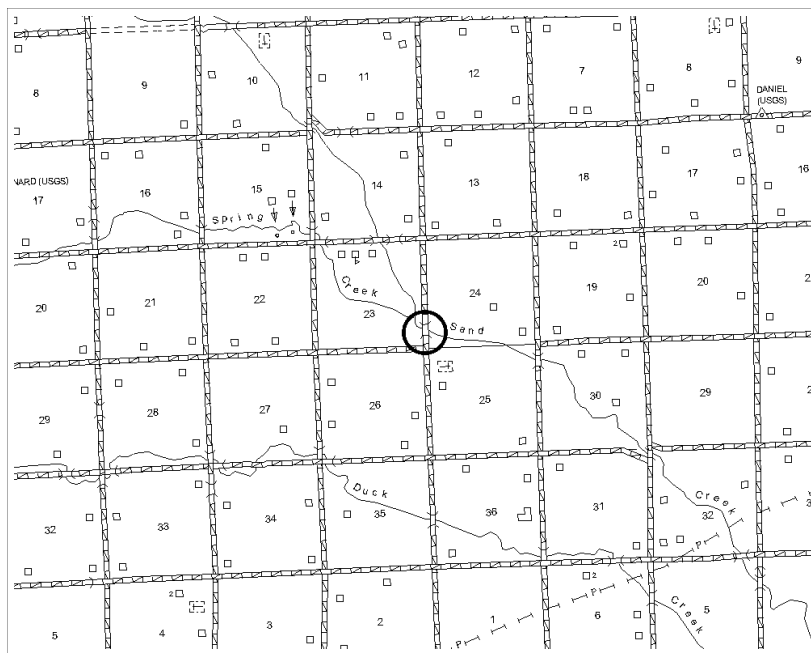
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant representative example of an early truss type that was uncommon in Nebraska.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments. Although this Camelback truss bridge has a 1950 construction date in BISON, field survey and analysis indicate a much earlier construction date, probably before 1920, judging from the light weight of the individual members and the use of pin connections. It is possible that the 1950 date represents the year that this bridge was relocated to its present site, although relocation was not determined by field survey. The bridge is a significant representative of this unusual and early truss type in Nebraska. It embodies the characteristics of the type and it retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007922815R	NeHBS NUMBER:	SF00-339	YEAR BUILT:	1950
LOCATION:	JCT HIGHWAY N71/HIGHWAY N92 2N	FEATURE CARRIED:	BROADWAY STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	5	COUNTY:	Scotts Bluff	FEATURE CROSSED:	NORTH PLATTE RIVER

UTM ZONE:	14	NORTHING:	4,643,823.90	EASTING:	112,989.20	TOWNSHIP:	22	RANGE:	55	DIRECTION	W	SECTION:	26
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	432	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	54		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	28	NUMBER OF MAIN SPANS:	8	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	37	MAIN SPAN DETAILS:	Steel I-beam. Cantilevered, with 6 rolled I-beams with bent-plate diaphragms. Concrete deck and curbs.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe		Ornamental rail/parapet		Capacity 20 tons, U-103(5)-1, 1950.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

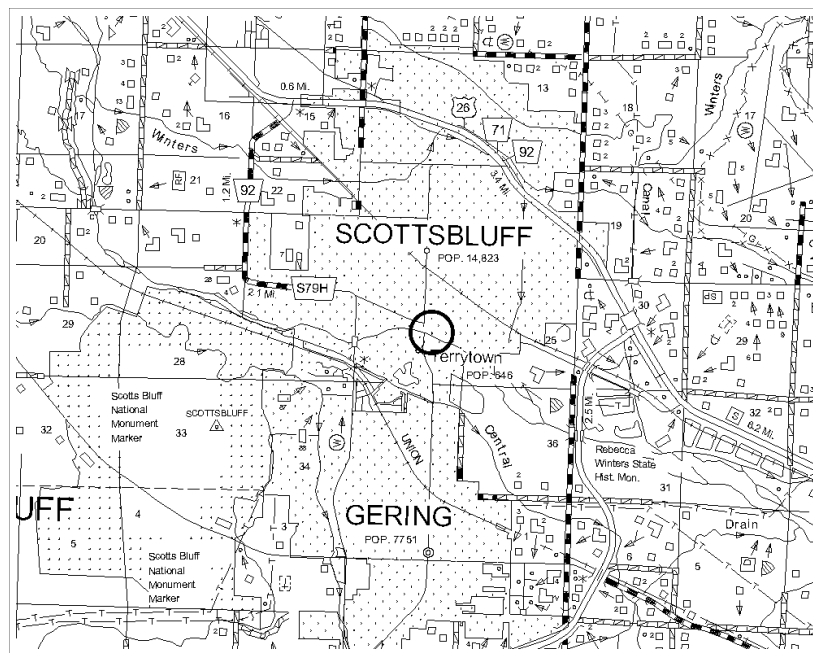
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	City (areas of urban development)				
SURROUNDING LAND USE:					
	Commercial				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion A: Example of common post-World War II bridge type adapted for urban setting.

REASON NOT EVALUATED:

LOCATION MAP

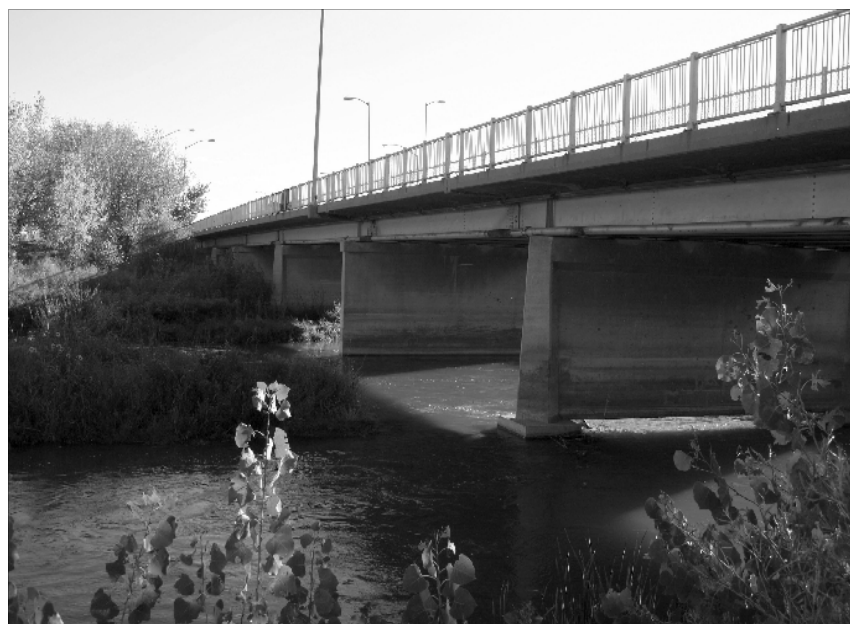


ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Solid concrete piers. Matching metal railings are two different heights. Shorter railing on 16" curb on left side (west) of bridge. Taller railing on 4" curb on east side (next to sidewalk). Pedestrian walkway along side of bridge. Built in 1950, Bridge C007922815R accommodates a pedestrian walkway on one side and conforms to its community setting. The original ornamental steel railing remains in place. This highly intact structure represents an urban adaptation of a common post-World War II bridge type.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S053 00412	NeHBS NUMBER: TY00-270	YEAR BUILT: 1947
LOCATION: 3S ALEXANDRIA	FEATURE CARRIED: HIGHWAY N53	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Thayer	FEATURE CROSSED: LITTLE BLUE RIVER	

UTM ZONE: 14	NORTHING: 4,451,946.28	EASTING: 637,442.49	TOWNSHIP: 03	RANGE: 01	DIRECTION W	SECTION: 24
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STATUS: Extant - in service	OWNER: State Highway Agency	
STRUCTURE LENGTH (FT): 436	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 100	Stringer/multibeam or girder	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 3
DECK WIDTH (OUT-TO-OUT) (FT): 24.4	MAIN SPAN DETAILS: Steel I-beam. Continuous, cantilevered with 4 rolled I-beams with bent plate diaphragms. Combination of riveted and welded connections. Concrete deck with curbs.	APPROACH SPAN DETAILS: 4 girders with rivets and welding.

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, 8-35(8)Div.I-1R, 1947.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: Warden G. Scott, State Bridge Engineer		

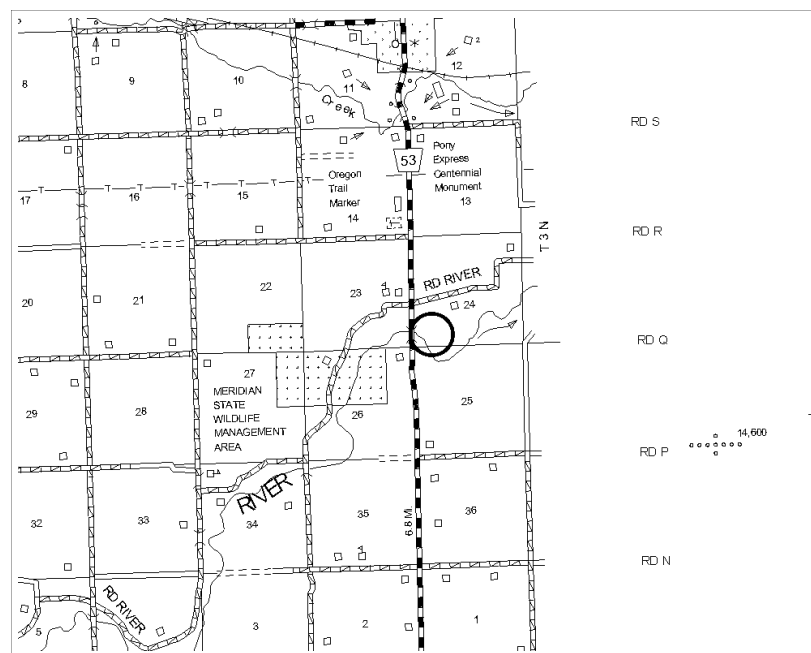
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early and highly intact example of a combined cantilever/continuous span design.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Solid piers formed of steel sheet piles filled with concrete. Concrete caps. Railing 1509-F on plans. Original metal railing with curved ends. S053 00412 is recommended eligible for the National Register under Criterion C as an early example of a design that utilizes both cantilever and continuous spans, a combination of special engineering features. With unaltered sheet-pile and concrete piers and intact original railings, this bridge retains excellent integrity.

SOURCES:

Bridge plans dated 1947 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S094 00025	NeHBS NUMBER:	TS00-101	YEAR BUILT:	1955
LOCATION:	ECL PENDER	FEATURE CARRIED:	HIGHWAY N94	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Thurston	FEATURE CROSSED:	LOGAN CREEK

UTM ZONE:	14	NORTHING:	4,665,097.34	EASTING:	689,866.85	TOWNSHIP:	25	RANGE:	06	DIRECTION	E	SECTION:	26
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	192	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	192		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	22	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	24.9	MAIN SPAN DETAILS:	Pratt overhead truss. 4 steel stringers and 7 floor beams. Only bridge ends are skewed, central part of span and trusses not skewed. Skewed portals. V-lacing on main members. Concrete deck and concrete curb.		

TRUSS CONNECTION:	Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal tube/pipe		Capacity 20 tons, S-373-(5)-1, 1955.
SUBSTRUCTURE:	Steel		
ENGINEER / DESIGNER:			
NDOR: S.N. Ress			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		1979
SURROUNDING LAND USE:		
Agricultural		

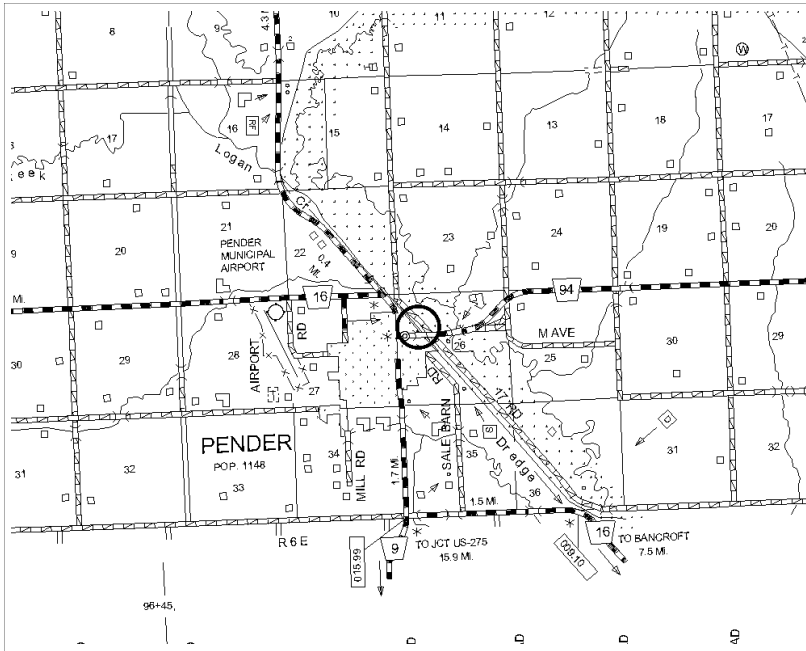
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Unusual span or structure length indicates exceptional engineering for the site; skewed portal is a special engineering feature.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

S094 00025, Thurston County is recommended eligible for the National Register under Criterion C as a long example of the rigid-connected (riveted) Pratt through-truss type with a skewed portal, which is a special engineering design feature. Constructed in 1955, it has a main span longer than that of the previously listed trusses, indicating engineering that pushes the design to its maximum limit. The skewed portal is a significant engineering variation on the traditional skewed truss. In the conventional approach, the two truss units in the structure are offset, thus creating a skew (with skewed floorbeams) for the entire length of the bridge. In this example, the trusses are aligned for all panels (with perpendicular floorbeams) except the end panels, which are skewed. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

Bridge plans dated 1955 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008900605	NeHBS NUMBER: WN00-261	YEAR BUILT: 1955
LOCATION: 1.3S 9.4W HERMAN	FEATURE CARRIED: COUNTY ROAD 190	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,614,725.85	EASTING: 716,077.41	TOWNSHIP: 20	RANGE: 09	DIRECTION: E	SECTION: 34
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 21.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 22	MAIN SPAN DETAILS: Steel I-beam. 12 rolled I-beams with transverse I-beam separators. Vaulted, corrugated steel deck plates rest on lower flanges of beams, with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

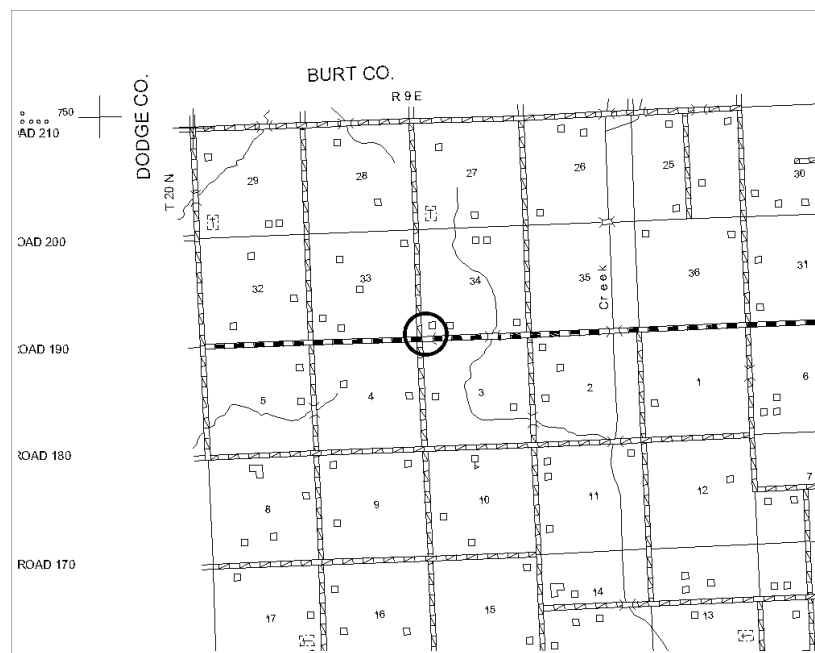
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.

REASON NOT EVALUATED:

LOCATION MAP

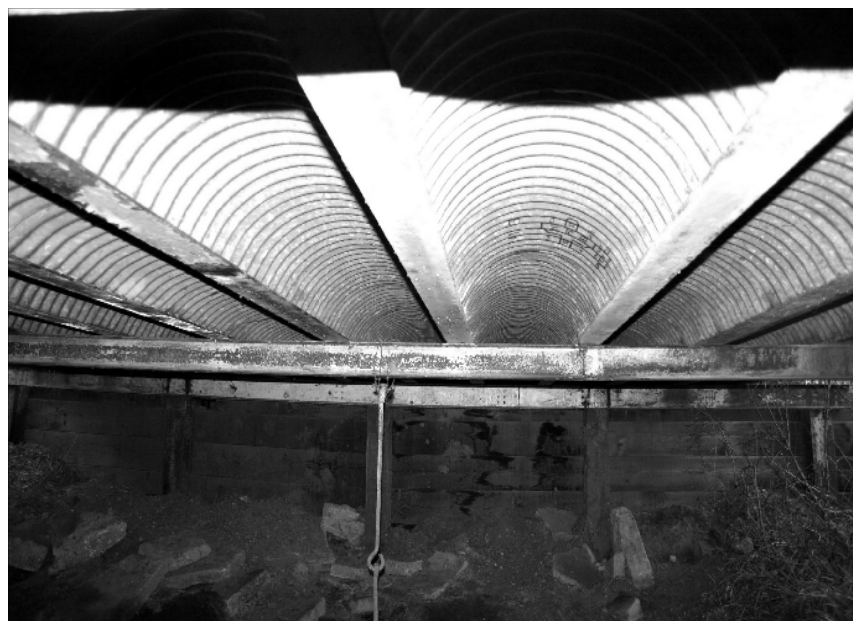


ADDITIONAL INFORMATION:

Timber abutments. Steel piles. Widely used in other states since the 1920s, typical jack-arch bridges consist of a series of longitudinal steel beams that support longitudinal corrugated steel vaulting. The vaulting rests on the lower flanges of the beams and serves as permanent formwork for the deck. A set of standard plans in NDOR files suggest that Nebraska's jack-arch bridges may have utilized prefabricated jack-arch panels patented by Carl Erickson, an engineer for the Lincoln Steel Works. This is one of two jack-arch bridges identified in the survey.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008910905	NeHBS NUMBER: WN00-271	YEAR BUILT: 1955
LOCATION: 3N ARLINGTON	FEATURE CARRIED: COUNTY ROAD E	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,596,131.91	EASTING: 719,839.95	TOWNSHIP: 18	RANGE: 09	DIRECTION: E	SECTION: 36
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Tee beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30	MAIN SPAN DETAILS: 10 concrete tee-beams. Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

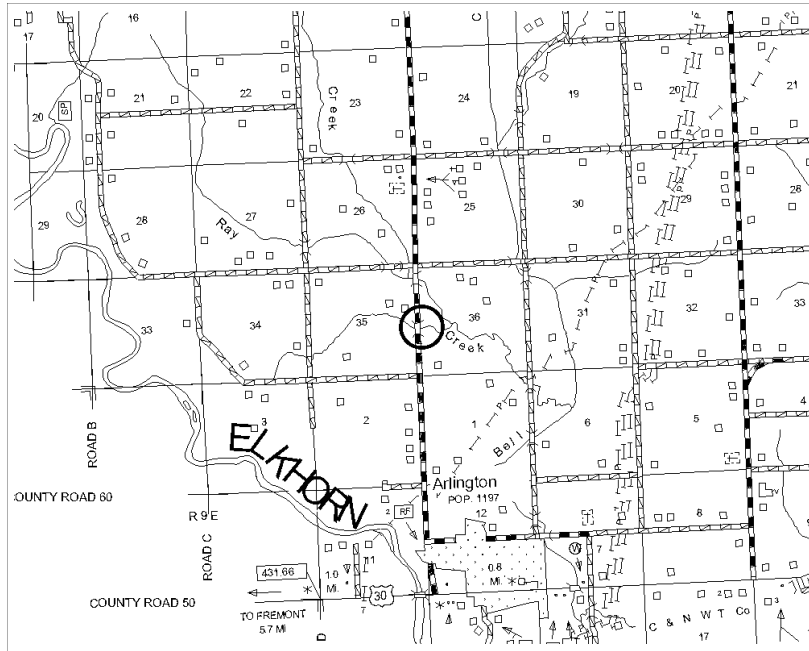
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 2 - Eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early representative example of the use of prestressed concrete in Nebraska and for this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

This bridge is recommended eligible because it is one of the earliest extant examples of the use of prestressed concrete in Nebraska. It also is an early example of the prestressed concrete tee-beam type from the subject period that becomes a common type after 1965. Bridge C008910905 retains its integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



Appendix D. List of Not Eligible Bridges (1947 to 1965)

Appendix D

List of Not Eligible Bridges (1947 to 1965)

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Adams	C000100905	Not eligible
Adams	C000101615	Not eligible
Adams	C000102203	Not eligible
Adams	C000103005	Not eligible
Adams	C000103025	Not eligible
Adams	C000112215	Not eligible
Adams	C000123810	Not eligible
Adams	C000124225	Not eligible
Adams	C000134030	Not eligible
Adams	S006 19604	Not eligible
Adams	S006 20204	Not eligible
Antelope	C000201010	Not eligible
Antelope	C000201405	Not eligible
Antelope	C000201705P	Not eligible
Antelope	C000201710P	Not eligible
Antelope	C000202705	Not eligible
Antelope	C000203705	Not eligible
Antelope	C000204305	Not eligible
Antelope	C000204405P	Not eligible
Antelope	C000204605P	Not eligible
Antelope	C000204610	Not eligible
Antelope	C000204805	Not eligible
Antelope	C000204810	Not eligible
Antelope	C000204815	Not eligible
Antelope	C000205605	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Antelope	C000205805	Not eligible
Antelope	C000206005P	Not eligible
Antelope	C000210305	Not eligible
Antelope	C000210405	Not eligible
Antelope	C000210503	Not eligible
Antelope	C000210505	Not eligible
Antelope	C000212105	Not eligible
Antelope	C000212715	Not eligible
Antelope	C000212720	Not eligible
Antelope	C000213905P	Not eligible
Antelope	C000214705	Not eligible
Antelope	C000215020	Not eligible
Antelope	C000215205P	Not eligible
Antelope	C000215615	Not eligible
Antelope	C000216610	Not eligible
Antelope	C000217010	Not eligible
Antelope	C000220220	Not eligible
Antelope	C000221310	Not eligible
Antelope	C000221315	Not eligible
Antelope	C000221940	Not eligible
Antelope	C000222315	Not eligible
Antelope	C000222320	Not eligible
Antelope	C000224005	Not eligible
Antelope	C000224125	Not eligible
Antelope	C000224320	Not eligible
Antelope	C000224325	Not eligible
Antelope	C000224510	Not eligible
Antelope	C000226810	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Antelope	C000230110	Not eligible
Antelope	C000231105	Not eligible
Antelope	C000233910	Not eligible
Antelope	C000235815	Not eligible
Antelope	C000243920	Not eligible
Banner	C000404005	Not eligible
Blaine	C000500705	Not eligible
Blaine	C000503105	Not eligible
Blaine	C000511905	Not eligible
Boone	C000612310P	Not eligible
Boone	C000620420	Not eligible
Boone	S056 02857	Not eligible
Boone	S056 03349	Not eligible
Boyd	C000817305	Not eligible
Boyd	M034006910	Not eligible
Brown	C000901705P	Not eligible
Brown	C000902105	Not eligible
Brown	C000902805	Not eligible
Brown	C000903405	Not eligible
Brown	C000903510	Not eligible
Brown	C000903605	Not eligible
Brown	C000904005	Not eligible
Brown	C000912305	Not eligible
Brown	C000912705	Not eligible
Brown	C000912905	Not eligible
Brown	C000912910	Not eligible
Brown	C000913010	Not eligible
Brown	C000913105	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Brown	C000913505P	Not eligible
Brown	C000922505	Not eligible
Brown	C000922515	Not eligible
Brown	C000922710	Not eligible
Brown	C000922915	Not eligible
Brown	C000923115	Not eligible
Brown	C000923505P	Not eligible
Brown	C000923905	Not eligible
Brown	C000923915	Not eligible
Brown	C000933305	Not eligible
Brown	C000933315	Not eligible
Brown	M001513705	Not eligible
Buffalo	C001000525	Not eligible
Buffalo	C001001105	Not eligible
Buffalo	C001001115	Not eligible
Buffalo	C001004805	Not eligible
Buffalo	C001005205	Not eligible
Buffalo	C001006330	Not eligible
Buffalo	C001007340	Not eligible
Buffalo	C001016902	Not eligible
Buffalo	C001017510	Not eligible
Buffalo	C001023465	Not eligible
Buffalo	C001025925	Not eligible
Buffalo	C001034060	Not eligible
Buffalo	C001034065	Not eligible
Buffalo	C001040250	Not eligible
Buffalo	S040 06642	Not eligible
Buffalo	S040 07244	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Buffalo	S044 04983L	Not eligible
Buffalo	S044 04983R	Not eligible
Buffalo	S080 25908	Not eligible
Buffalo	S080 26193	Not eligible
Buffalo	S080 26369	Not eligible
Buffalo	S080 27140	Not eligible
Buffalo	S080 27264	Not eligible
Buffalo	S080 27265	Not eligible
Buffalo	S080 27367	Not eligible
Buffalo	S080 27675	Not eligible
Buffalo	S080 28726	Not eligible
Buffalo	S080 28830	Not eligible
Buffalo	S080 29038	Not eligible
Buffalo	S183 06281	Not eligible
Buffalo	S183 06465	Not eligible
Buffalo	U1350C5205	Not eligible
Buffalo	U1350F5205	Not eligible
Burt	C001100110	Not eligible
Burt	C001101605P	Not eligible
Burt	C001101615P	Not eligible
Burt	C001101705	Not eligible
Burt	C001102420	Not eligible
Burt	C001102505P	Not eligible
Burt	C001102510P	Not eligible
Burt	C001103020	Not eligible
Burt	C001103105P	Not eligible
Burt	C001103810	Not eligible
Burt	C001112110	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Burt	C001112807	Not eligible
Burt	C001122220	Not eligible
Burt	C001132610	Not eligible
Burt	S075 13601	Not eligible
Butler	C001200605	Not eligible
Butler	C001202210	Not eligible
Butler	C001204220	Not eligible
Butler	C001225215	Not eligible
Butler	C001234905	Not eligible
Butler	M236500705	Not eligible
Butler	SS12B00427	Not eligible
Butler	SS12B00841	Not eligible
Cass	C001300320	Not eligible
Cass	C001301305	Not eligible
Cass	C001301325	Not eligible
Cass	C001301405P	Not eligible
Cass	C001301615	Not eligible
Cass	C001301620	Not eligible
Cass	C001301625	Not eligible
Cass	C001301630	Not eligible
Cass	C001301635	Not eligible
Cass	C001302210	Not eligible
Cass	C001302215	Not eligible
Cass	C001302305P	Not eligible
Cass	C001302835	Not eligible
Cass	C001303220	Not eligible
Cass	C001303860	Not eligible
Cass	C001304505	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Cass	C001304730	Not eligible
Cass	C001304905P	Not eligible
Cass	C001306320	Not eligible
Cass	C001311235P	Not eligible
Cass	C001312845	Not eligible
Cass	C001321845	Not eligible
Cass	M259513505	Not eligible
Cass	S001 00266	Not eligible
Cass	S001 00479	Not eligible
Cass	S034 37299	Not eligible
Cass	S050 07665	Not eligible
Cass	S063 01270	Not eligible
Cass	S080 41673	Not eligible
Cass	S080 41814	Not eligible
Cass	S080 41953	Not eligible
Cass	S080 42350	Not eligible
Cass	SS13K00087	Not eligible
Cedar	C001400505	Not eligible
Cedar	C001400905	Not eligible
Cedar	C001400910	Not eligible
Cedar	C001401135	Not eligible
Cedar	C001401203	Not eligible
Cedar	C001401205	Not eligible
Cedar	C001401305P	Not eligible
Cedar	C001401420	Not eligible
Cedar	C001403305	Not eligible
Cedar	C001403505P	Not eligible
Cedar	C001403855	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Cedar	C001404105	Not eligible
Cedar	C001404805	Not eligible
Cedar	C001405830	Not eligible
Cedar	C001406005	Not eligible
Cedar	C001410205P	Not eligible
Cedar	C001412225	Not eligible
Cedar	C001413910	Not eligible
Cedar	C001414607	Not eligible
Cedar	C001414825	Not eligible
Cedar	C001415608	Not eligible
Cedar	C001416403	Not eligible
Cedar	C001420110	Not eligible
Cedar	C001431335	Not eligible
Cedar	C001445215	Not eligible
Cedar	S012 20366	Not eligible
Cedar	S057 07256	Not eligible
Cedar	S121 07962	Not eligible
Chase	C001507305	Not eligible
Chase	SS15A00663	Not eligible
Cherry	C001605405P	Not eligible
Cherry	C0E1616105	Not eligible
Cherry	S061 21751	Not eligible
Cheyenne	C001703215P	Not eligible
Cheyenne	C001711710	Not eligible
Cheyenne	C001712905	Not eligible
Cheyenne	C001716903	Not eligible
Clay	C001800510	Not eligible
Clay	C001801025	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Clay	C001802305	Not eligible
Clay	C001802815	Not eligible
Clay	C001802905	Not eligible
Clay	C001802910	Not eligible
Clay	C001803305	Not eligible
Clay	C001803915	Not eligible
Clay	C001803920	Not eligible
Clay	C001804410	Not eligible
Clay	C001810410	Not eligible
Clay	C001810915	Not eligible
Clay	C001811510	Not eligible
Clay	C001811615	Not eligible
Clay	C001813405	Not eligible
Clay	C001823205	Not eligible
Colfax	C001900105	Not eligible
Colfax	C001900320	Not eligible
Colfax	C001900715	Not eligible
Colfax	C001901950	Not eligible
Colfax	S030 40004	Not eligible
Cuming	C002000310	Not eligible
Cuming	C002001145	Not eligible
Cuming	C002001725	Not eligible
Cuming	C002002105P	Not eligible
Cuming	C002004940	Not eligible
Cuming	C002004945	Not eligible
Cuming	S009 00244	Not eligible
Cuming	S009 00436	Not eligible
Cuming	S009 01397	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Cuming	S009 01514	Not eligible
Cuming	S275 09644	Not eligible
Cuming	S275 09803	Not eligible
Cuming	S275 10009	Not eligible
Custer	C002103505P	Not eligible
Custer	C002108505	Not eligible
Custer	C002116420	Not eligible
Custer	C002117130P	Not eligible
Custer	C002126305P	Not eligible
Custer	C002126925P	Not eligible
Custer	C002135805	Not eligible
Custer	C002143005	Not eligible
Custer	C002146925	Not eligible
Custer	C002156720	Not eligible
Custer	C002158415	Not eligible
Custer	C002167530	Not eligible
Custer	C002168520	Not eligible
Custer	C002171620P	Not eligible
Custer	C0E2120320	Not eligible
Custer	C0E2131035	Not eligible
Custer	S040 02787	Not eligible
Custer	S092 30077	Not eligible
Custer	S092 30376	Not eligible
Custer	S092 30848	Not eligible
Custer	S183 08904	Not eligible
Custer	S183 08934	Not eligible
Custer	S183 09901	Not eligible
Custer	S183 09927	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Custer	S183 10638	Not eligible
Custer	S183 11217	Not eligible
Custer	S183 11356	Not eligible
Custer	S183 11375	Not eligible
Custer	S183 11396	Not eligible
Custer	SS21 C00286	Not eligible
Dakota	C002200320	Not eligible
Dakota	S035 05177	Not eligible
Dakota	S035 05800	Not eligible
Dakota	S035 05988	Not eligible
Dakota	S035 06246	Not eligible
Dawes	C002323810	Not eligible
Dawes	S071 13773	Not eligible
Dawes	S071 14205	Not eligible
Dawes	S071 14237	Not eligible
Dawes	S071 14755	Not eligible
Dawson	C002427715	Not eligible
Dawson	C002427720	Not eligible
Dawson	C002433810	Not eligible
Dawson	C002433815	Not eligible
Dawson	C002433820	Not eligible
Dawson	S021 00579	Not eligible
Dawson	S021 02931	Not eligible
Dawson	S021 03166	Not eligible
Dawson	S021 03228	Not eligible
Dawson	S023 11030	Not eligible
Dawson	S023 11189	Not eligible
Dawson	S047 05757	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Dawson	S047 05814	Not eligible
Dawson	S080 21735	Not eligible
Dawson	S080 22067	Not eligible
Dawson	S080 22249	Not eligible
Dawson	S080 23457	Not eligible
Dawson	S080 24007	Not eligible
Dawson	S080 24347	Not eligible
Dawson	S080 24856	Not eligible
Dawson	S080 25059	Not eligible
Dawson	S080 25461	Not eligible
Dawson	S283 05534	Not eligible
Deuel	S027 10031	Not eligible
Dixon	S009 05482	Not eligible
Dixon	S009 05953	Not eligible
Dixon	S116 00062	Not eligible
Dixon	S116 00090	Not eligible
Dixon	S116 00385	Not eligible
Dixon	S116 00514	Not eligible
Dixon	S116 00588	Not eligible
Dixon	SS26B00188	Not eligible
Dodge	C002700205P	Not eligible
Dodge	C002700530	Not eligible
Dodge	C002700810	Not eligible
Dodge	C002700940	Not eligible
Dodge	C002701205	Not eligible
Dodge	C002701210	Not eligible
Dodge	C002701220	Not eligible
Dodge	C002701230	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Dodge	C002701240	Not eligible
Dodge	C002701935	Not eligible
Dodge	C002702105	Not eligible
Dodge	C002702120	Not eligible
Dodge	C002702405	Not eligible
Dodge	C002702905P	Not eligible
Dodge	C002703105	Not eligible
Dodge	C002703615	Not eligible
Dodge	C002703715P	Not eligible
Dodge	C002703720	Not eligible
Dodge	C002703815	Not eligible
Dodge	C002703820	Not eligible
Dodge	C002704015	Not eligible
Dodge	C002704205P	Not eligible
Dodge	C002704210P	Not eligible
Dodge	C002705710	Not eligible
Dodge	C002714507	Not eligible
Dodge	C002720635	Not eligible
Dodge	C002721035	Not eligible
Dodge	C002724510P	Not eligible
Dodge	C002731620	Not eligible
Dodge	C002731625	Not eligible
Dodge	C002732025	Not eligible
Dodge	C002732030	Not eligible
Dodge	S030 40704	Not eligible
Dodge	S077 11144	Not eligible
Dodge	S079 04696	Not eligible
Dodge	S079 04748	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Dodge	S275 12888	Not eligible
Douglas	C002800405	Not eligible
Douglas	C002800410	Not eligible
Douglas	C002800810	Not eligible
Douglas	C002801605	Not eligible
Douglas	C002801715	Not eligible
Douglas	C002801720	Not eligible
Douglas	C002802805	Not eligible
Douglas	C002812105	Not eligible
Douglas	S064 07824	Not eligible
Douglas	S092 46635	Not eligible
Douglas	S480 00413	Not eligible
Douglas	S680 01343L	Not eligible
Douglas	S680 01343R	Not eligible
Douglas	U182500980	Not eligible
Dundy	S034 00513	Not eligible
Dundy	S034 00631	Not eligible
Dundy	S061 01192	Not eligible
Fillmore	C003000110	Not eligible
Fillmore	C003000405P	Not eligible
Fillmore	C003000815	Not eligible
Fillmore	C003001510	Not eligible
Fillmore	C003001515	Not eligible
Fillmore	C003003205	Not eligible
Fillmore	C003003705	Not eligible
Fillmore	C003003915	Not eligible
Fillmore	C003004105	Not eligible
Fillmore	C003004335	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Fillmore	C003004610	Not eligible
Fillmore	S074 07174	Not eligible
Fillmore	S081 03905	Not eligible
Franklin	C003110910	Not eligible
Franklin	C003124005P	Not eligible
Franklin	M169000515	Not eligible
Franklin	S004 03768	Not eligible
Franklin	S136 04128	Not eligible
Franklin	S136 04548	Not eligible
Franklin	S136 04629	Not eligible
Franklin	S136 05029	Not eligible
Franklin	S136 05108	Not eligible
Franklin	SL31D00024	Not eligible
Franklin	SS31B00272	Not eligible
Frontier	C003200305P	Not eligible
Frontier	C003200805	Not eligible
Frontier	C003204305P	Not eligible
Frontier	C003205905	Not eligible
Frontier	C003214305	Not eligible
Frontier	S018 01063	Not eligible
Frontier	S023 08874	Not eligible
Frontier	S023 09443	Not eligible
Frontier	S023 11464	Not eligible
Frontier	S023 11597	Not eligible
Frontier	S023 11956	Not eligible
Frontier	S023 12004	Not eligible
Frontier	S023 12106	Not eligible
Frontier	S083 04610	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Furnas	C003304510	Not eligible
Furnas	C009635005	Not eligible
Furnas	S089 04965	Not eligible
Furnas	S089 05119	Not eligible
Furnas	S089 05267	Not eligible
Furnas	S136 00212A	Not eligible
Furnas	S136 00212B	Not eligible
Furnas	S136 00212C	Not eligible
Gage	C003400105P	Not eligible
Gage	C003400420	Not eligible
Gage	C003401305	Not eligible
Gage	C003401610	Not eligible
Gage	C003402005	Not eligible
Gage	C003402040	Not eligible
Gage	C003402505	Not eligible
Gage	C003403405	Not eligible
Gage	C003403405P	Not eligible
Gage	C003403620	Not eligible
Gage	C003404540	Not eligible
Gage	C003411430	Not eligible
Gage	C003411505	Not eligible
Gage	C003412315	Not eligible
Gage	C003412325	Not eligible
Gage	C003412625	Not eligible
Gage	C003412630	Not eligible
Gage	C003413025	Not eligible
Gage	C003413125	Not eligible
Gage	C003413630	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Gage	C003413650	Not eligible
Gage	C003414405	Not eligible
Gage	C003422105P	Not eligible
Gage	C003423420	Not eligible
Gage	C003426030	Not eligible
Gage	C003426430	Not eligible
Gage	C003430720	Not eligible
Gage	C003436240	Not eligible
Gage	C003440935	Not eligible
Gage	C003444330	Not eligible
Gage	C003462115	Not eligible
Gage	C009607405	Not eligible
Gage	M0010C1005	Not eligible
Gage	S004 15219	Not eligible
Gage	S004 15408	Not eligible
Gage	S004 15513	Not eligible
Gage	S008 08619	Not eligible
Gage	S041 07520	Not eligible
Gage	S041 07590	Not eligible
Gage	S041 07888	Not eligible
Gage	S041 08345	Not eligible
Gage	S041 08450	Not eligible
Gage	S041 08498	Not eligible
Gage	SS34A00246	Not eligible
Gage	SS34D00038	Not eligible
Garfield	C003612305	Not eligible
Garfield	S011 09388	Not eligible
Gosper	C003702905P	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Gosper	C003712715	Not eligible
Gosper	C003713230	Not eligible
Gosper	C003713805	Not eligible
Gosper	C003714410	Not eligible
Gosper	C003714715	Not eligible
Gosper	C003731605	Not eligible
Gosper	S023 12549	Not eligible
Greeley	C003900105P	Not eligible
Greeley	C003900605	Not eligible
Greeley	C003900610	Not eligible
Greeley	C003900705	Not eligible
Greeley	C003900710P	Not eligible
Greeley	C003900805P	Not eligible
Greeley	C003901310	Not eligible
Greeley	C003903005P	Not eligible
Greeley	C003903105P	Not eligible
Greeley	C003903305	Not eligible
Greeley	C003903320	Not eligible
Greeley	C003904605	Not eligible
Greeley	C003912910	Not eligible
Greeley	C003913810	Not eligible
Greeley	C003920405	Not eligible
Greeley	C003923425	Not eligible
Greeley	C003933605P	Not eligible
Greeley	C003934715	Not eligible
Greeley	C003953115	Not eligible
Greeley	M267004815P	Not eligible
Greeley	S281 11816	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Hall	C004001025	Not eligible
Hall	C004001415	Not eligible
Hall	C004002405	Not eligible
Hall	C004002610	Not eligible
Hall	C004004135	Not eligible
Hall	C004011115	Not eligible
Hall	C004012025	Not eligible
Hall	C004012910	Not eligible
Hall	C004014315	Not eligible
Hall	C004014810	Not eligible
Hall	C004024325	Not eligible
Hall	S034 22572L	Not eligible
Hall	S080 29338	Not eligible
Hall	S080 29906	Not eligible
Hall	S080 30465	Not eligible
Hall	S080 30781	Not eligible
Hall	S080 31619	Not eligible
Hall	SS40D00040	Not eligible
Hall	SS40D00082	Not eligible
Hamilton	C004101115	Not eligible
Hamilton	C004102010	Not eligible
Hamilton	C004102315	Not eligible
Hamilton	C004102720	Not eligible
Hamilton	C004102910	Not eligible
Hamilton	C004103003	Not eligible
Hamilton	C004103310	Not eligible
Hamilton	C004103405	Not eligible
Hamilton	C004103710	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Hamilton	C004104005	Not eligible
Hamilton	C004104010	Not eligible
Hamilton	C004104305	Not eligible
Hamilton	C004104730	Not eligible
Hamilton	C004106005	Not eligible
Hamilton	C004106210	Not eligible
Hamilton	C004114115	Not eligible
Hamilton	C004114510	Not eligible
Hamilton	C004115015	Not eligible
Hamilton	S014 07081	Not eligible
Hamilton	S080 32019	Not eligible
Hamilton	S080 32219	Not eligible
Harlan	C004201505	Not eligible
Harlan	C009605003	Not eligible
Harlan	S089 05367	Not eligible
Harlan	S089 05581	Not eligible
Harlan	S089 05737	Not eligible
Harlan	S089 06025	Not eligible
Harlan	S089 06035	Not eligible
Harlan	S089 06328	Not eligible
Harlan	S089 06429	Not eligible
Hayes	C004303105	Not eligible
Hayes	C004303605P	Not eligible
Hayes	C004305505P	Not eligible
Hayes	S025 03360	Not eligible
Hayes	S025 03653	Not eligible
Hayes	S025A00095	Not eligible
Hayes	S025A00116	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Holt	C004516510	Not eligible
Holt	C004539115	Not eligible
Holt	C004543120	Not eligible
Holt	C004544905	Not eligible
Holt	S020 27627	Not eligible
Holt	S281 16315	Not eligible
Holt	S281 17014	Not eligible
Howard	C004700110	Not eligible
Howard	C004700120	Not eligible
Howard	C004700505P	Not eligible
Howard	C004701805	Not eligible
Howard	C004701810	Not eligible
Howard	C004702003	Not eligible
Howard	C004702005	Not eligible
Howard	C004702203	Not eligible
Howard	C004702702	Not eligible
Howard	C004702703	Not eligible
Howard	C004702810	Not eligible
Howard	C004703405	Not eligible
Howard	C004704705	Not eligible
Howard	C004710330	Not eligible
Howard	C004710510	Not eligible
Howard	C004711715	Not eligible
Howard	C004712105	Not eligible
Howard	C004713105	Not eligible
Howard	C004720520	Not eligible
Howard	C004721315	Not eligible
Howard	C004723409	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Howard	C004730525	Not eligible
Howard	C004730820	Not eligible
Howard	C004731110	Not eligible
Howard	C004732825	Not eligible
Howard	C004733115	Not eligible
Howard	C004733410	Not eligible
Howard	C004733615	Not eligible
Jefferson	C004800220	Not eligible
Jefferson	C004800320	Not eligible
Jefferson	C004801110	Not eligible
Jefferson	C004801510	Not eligible
Jefferson	C004801915P	Not eligible
Jefferson	C004804110	Not eligible
Jefferson	C004804115	Not eligible
Jefferson	C004804325	Not eligible
Jefferson	C004810335	Not eligible
Jefferson	C004813120	Not eligible
Jefferson	C004814925	Not eligible
Jefferson	S008 03863	Not eligible
Jefferson	S008 05189	Not eligible
Jefferson	S015 00307	Not eligible
Jefferson	S015 00453	Not eligible
Jefferson	S015 01730	Not eligible
Jefferson	S015 01772	Not eligible
Jefferson	S015 02037	Not eligible
Jefferson	SS48A00015	Not eligible
Johnson	C004900405	Not eligible
Johnson	C004900505P	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Johnson	C004902535	Not eligible
Johnson	C004902915	Not eligible
Johnson	C004910910	Not eligible
Johnson	C004910925	Not eligible
Johnson	C004912020	Not eligible
Johnson	C004930830	Not eligible
Johnson	S041 08960	Not eligible
Johnson	S041 09040	Not eligible
Johnson	S062 00293	Not eligible
Kearney	C005000705	Not eligible
Kearney	C005000905	Not eligible
Kearney	C005001620	Not eligible
Kearney	C005001705	Not eligible
Kearney	C005001905	Not eligible
Kearney	C005002105	Not eligible
Kearney	C005002305	Not eligible
Kearney	C005002915	Not eligible
Kearney	C005003503	Not eligible
Kearney	C005004320	Not eligible
Kearney	C005004615	Not eligible
Kearney	C005012320	Not eligible
Kearney	C005024713	Not eligible
Keith	C005100705	Not eligible
Keith	C005101305	Not eligible
Keith	C005137305	Not eligible
Keya Paha	C005203205P	Not eligible
Keya Paha	C005203605P	Not eligible
Keya Paha	C005203705P	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Keya Paha	C005203805P	Not eligible
Keya Paha	C005203810P	Not eligible
Keya Paha	C005203815P	Not eligible
Keya Paha	C005208705P	Not eligible
Keya Paha	C005241010	Not eligible
Keya Paha	S012 06491	Not eligible
Keya Paha	S012 07966	Not eligible
Keya Paha	S183 21523	Not eligible
Kimball	C005311920	Not eligible
Kimball	C005323605	Not eligible
Kimball	C005325120	Not eligible
Knox	C005400505	Not eligible
Knox	C005401615P	Not eligible
Knox	C005401715	Not eligible
Knox	C005401805P	Not eligible
Knox	C005402205P	Not eligible
Knox	C005402605P	Not eligible
Knox	C005403705P	Not eligible
Knox	C005403905P	Not eligible
Knox	C005404005	Not eligible
Knox	C005404110	Not eligible
Knox	C005404705P	Not eligible
Knox	C005405110	Not eligible
Knox	C005405410	Not eligible
Knox	C005405705	Not eligible
Knox	C005405715	Not eligible
Knox	C005405805	Not eligible
Knox	C005406315	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Knox	C005407105	Not eligible
Knox	C005410810	Not eligible
Knox	C005411120	Not eligible
Knox	C005413910	Not eligible
Knox	C005414205	Not eligible
Knox	C005416710	Not eligible
Knox	C005416715	Not eligible
Knox	C005418115	Not eligible
Knox	C005418320	Not eligible
Knox	C005424405	Not eligible
Knox	C005424615P	Not eligible
Knox	C005424805	Not eligible
Knox	C005433215	Not eligible
Knox	C005433815	Not eligible
Knox	C005435060	Not eligible
Knox	C005435915	Not eligible
Knox	C005442830	Not eligible
Knox	C005443830	Not eligible
Knox	C005474630	Not eligible
Knox	C005483055	Not eligible
Knox	M062502010P	Not eligible
Knox	S012 15184	Not eligible
Knox	S012 15268	Not eligible
Knox	S012 15411	Not eligible
Knox	S012 15496	Not eligible
Knox	S012 15728	Not eligible
Knox	S012 17716	Not eligible
Knox	S084 01789	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Knox	S084 02161	Not eligible
Lancaster	C005500110	Not eligible
Lancaster	C005500305	Not eligible
Lancaster	C005500305P	Not eligible
Lancaster	C005500505	Not eligible
Lancaster	C005500505P	Not eligible
Lancaster	C005500615	Not eligible
Lancaster	C005500620	Not eligible
Lancaster	C005500625	Not eligible
Lancaster	C005500705	Not eligible
Lancaster	C005500910	Not eligible
Lancaster	C005501710	Not eligible
Lancaster	C005501805	Not eligible
Lancaster	C005501915	Not eligible
Lancaster	C005502010	Not eligible
Lancaster	C005502205P	Not eligible
Lancaster	C005502715	Not eligible
Lancaster	C005503910	Not eligible
Lancaster	C005504005	Not eligible
Lancaster	C005504010	Not eligible
Lancaster	C005504105	Not eligible
Lancaster	C005504125P	Not eligible
Lancaster	C005504405	Not eligible
Lancaster	C005504605	Not eligible
Lancaster	C005505405	Not eligible
Lancaster	C005505615	Not eligible
Lancaster	C005505620	Not eligible
Lancaster	C005505625	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Lancaster	C005511220	Not eligible
Lancaster	C005511505	Not eligible
Lancaster	C005512360	Not eligible
Lancaster	C005513710	Not eligible
Lancaster	C005513715	Not eligible
Lancaster	C005513725	Not eligible
Lancaster	C005515425	Not eligible
Lancaster	C005516040	Not eligible
Lancaster	C005517220	Not eligible
Lancaster	C005520720	Not eligible
Lancaster	C005522545	Not eligible
Lancaster	C005522740	Not eligible
Lancaster	C005531130	Not eligible
Lancaster	C005543520	Not eligible
Lancaster	C005545810	Not eligible
Lancaster	C005545820	Not eligible
Lancaster	S034 31430	Not eligible
Lancaster	S034 31754	Not eligible
Lancaster	S043 01441	Not eligible
Lancaster	S043 01460	Not eligible
Lancaster	S077 06207L	Not eligible
Lancaster	S080 39012	Not eligible
Lancaster	S080 39112	Not eligible
Lancaster	S080 39213	Not eligible
Lancaster	S080 39312	Not eligible
Lancaster	S080 39516	Not eligible
Lancaster	S080 40141	Not eligible
Lancaster	S080 40476	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Lancaster	S080 40677	Not eligible
Lancaster	S080 40777	Not eligible
Lancaster	S080 40877	Not eligible
Lancaster	S080 41134	Not eligible
Lancaster	S080 41341	Not eligible
Lancaster	S080 41444	Not eligible
Lancaster	S180 00164	Not eligible
Lancaster	S180 00255	Not eligible
Lancaster	SL55W00197L	Not eligible
Lancaster	U142503815	Not eligible
Lancaster	U142522732P	Not eligible
Lancaster	U142522734	Not eligible
Lancaster	U142532615	Not eligible
Lancaster	U1425C2305	Not eligible
Lancaster	U1425L2710	Not eligible
Lancaster	U1425N2805	Not eligible
Lincoln	C005605510	Not eligible
Lincoln	C005619510	Not eligible
Lincoln	C005626805	Not eligible
Lincoln	C005634805	Not eligible
Lincoln	C005636715	Not eligible
Lincoln	S030 18050	Not eligible
Lincoln	S080 19243	Not eligible
Lincoln	S080 19679	Not eligible
Lincoln	S080 20310	Not eligible
Lincoln	S080 20705	Not eligible
Lincoln	U177525305P	Not eligible
Loup	C005800205	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Loup	C005801105	Not eligible
Loup	C005801405P	Not eligible
Loup	C005802105P	Not eligible
Loup	C005802605	Not eligible
Loup	C005811705	Not eligible
Loup	C005811705P	Not eligible
Loup	S183 12438	Not eligible
Madison	C005900515	Not eligible
Madison	C005900525	Not eligible
Madison	C005900530	Not eligible
Madison	C005900727	Not eligible
Madison	C005900910	Not eligible
Madison	C005900920	Not eligible
Madison	C005900930	Not eligible
Madison	C005900935	Not eligible
Madison	C005901102	Not eligible
Madison	C005901103	Not eligible
Madison	C005901115	Not eligible
Madison	C005901215	Not eligible
Madison	C005901310	Not eligible
Madison	C005901320	Not eligible
Madison	C005901510	Not eligible
Madison	C005901620	Not eligible
Madison	C005901704	Not eligible
Madison	C005901705	Not eligible
Madison	C005901910	Not eligible
Madison	C005901915	Not eligible
Madison	C005901935	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Madison	C005902303	Not eligible
Madison	C005902515	Not eligible
Madison	C005902805	Not eligible
Madison	C005902810	Not eligible
Madison	C005902815	Not eligible
Madison	C005903120	Not eligible
Madison	C005903205	Not eligible
Madison	C005903313	Not eligible
Madison	C005903423	Not eligible
Madison	C005903435	Not eligible
Madison	C005903450	Not eligible
Madison	C005904005	Not eligible
Madison	C005904205	Not eligible
Madison	C005904505	Not eligible
Madison	C005904630	Not eligible
Madison	C005904705	Not eligible
Madison	C005904720	Not eligible
Madison	C005904905	Not eligible
Madison	C005912410	Not eligible
Madison	C005912910	Not eligible
Madison	C005912915	Not eligible
Madison	C005913210	Not eligible
Madison	C005914410	Not eligible
Madison	C005914520	Not eligible
Madison	C005920815	Not eligible
Madison	C005924840	Not eligible
Madison	C005944420	Not eligible
Madison	C005944425	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Madison	S032 03409	Not eligible
Madison	S045 00360	Not eligible
Madison	S045 00444	Not eligible
Madison	S045 00552	Not eligible
Madison	S275 06854	Not eligible
Madison	S275 06918	Not eligible
Madison	S275 07005	Not eligible
Madison	S275 07202	Not eligible
Madison	U1755S0805	Not eligible
Merrick	C006100105	Not eligible
Merrick	C006100505	Not eligible
Merrick	C006100905	Not eligible
Merrick	C006102005P	Not eligible
Merrick	C006104710	Not eligible
Merrick	C006105105	Not eligible
Merrick	C006105205	Not eligible
Merrick	C006105410	Not eligible
Merrick	C006105905	Not eligible
Merrick	C006106305	Not eligible
Merrick	C006110715	Not eligible
Merrick	C006111520	Not eligible
Merrick	C006112310	Not eligible
Merrick	S092 36868	Not eligible
Morrill	C006202210	Not eligible
Morrill	C006206405P	Not eligible
Morrill	C006210105	Not eligible
Morrill	C006210905	Not eligible
Morrill	C006220515	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Morrill	C006220520	Not eligible
Morrill	C006226810	Not eligible
Nance	C006300510	Not eligible
Nance	C006302805P	Not eligible
Nance	C006315120	Not eligible
Nance	C006321030	Not eligible
Nance	C006321220	Not eligible
Nance	C006326105	Not eligible
Nance	C006341615	Not eligible
Nance	S022 05903	Not eligible
Nance	S022 06013	Not eligible
Nance	S022 06312	Not eligible
Nemaha	C006400610	Not eligible
Nemaha	C006413050	Not eligible
Nemaha	C006432630	Not eligible
Nemaha	S062 00820	Not eligible
Nuckolls	C006500233	Not eligible
Nuckolls	C006502035	Not eligible
Nuckolls	C006504225	Not eligible
Nuckolls	C006512910	Not eligible
Nuckolls	C006521210	Not eligible
Nuckolls	C006532430	Not eligible
Nuckolls	S136 08987	Not eligible
Nuckolls	S136 09193	Not eligible
Otoe	C006600470	Not eligible
Otoe	C006600905	Not eligible
Otoe	C006600910	Not eligible
Otoe	C006601905	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Otoe	C006601910	Not eligible
Otoe	C006603605	Not eligible
Otoe	C006604705	Not eligible
Otoe	C006605103	Not eligible
Otoe	C006613635	Not eligible
Otoe	C006622115	Not eligible
Otoe	C006623645	Not eligible
Otoe	S067 05312	Not eligible
Otoe	S067 06587	Not eligible
Otoe	SS66D00035	Not eligible
Otoe	U1695E6505	Not eligible
Pawnee	C006700735	Not eligible
Pawnee	C006701815	Not eligible
Pawnee	C006704105P	Not eligible
Pawnee	C006713105	Not eligible
Pawnee	S008 12067	Not eligible
Pawnee	S050 00028	Not eligible
Phelps	C006900115	Not eligible
Phelps	C006901505	Not eligible
Phelps	C006901805	Not eligible
Phelps	C006901810	Not eligible
Phelps	C006902210	Not eligible
Phelps	C006902215	Not eligible
Phelps	C006902225	Not eligible
Phelps	C006902310	Not eligible
Phelps	C006902405	Not eligible
Phelps	C006902705	Not eligible
Phelps	C006903305	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Phelps	C006910705	Not eligible
Phelps	C006911110	Not eligible
Phelps	C006911305	Not eligible
Phelps	C006911710	Not eligible
Phelps	C006912605	Not eligible
Phelps	C006920515	Not eligible
Pierce	C007001910	Not eligible
Pierce	S013 01684	Not eligible
Pierce	S013 02377	Not eligible
Pierce	S020 36120	Not eligible
Pierce	S081 17161	Not eligible
Pierce	S081 17727	Not eligible
Pierce	S081 17820	Not eligible
Pierce	S098 00072	Not eligible
Pierce	S098 00354	Not eligible
Platte	C007100305	Not eligible
Platte	C007100310	Not eligible
Platte	C007100715	Not eligible
Platte	C007100805	Not eligible
Platte	C007100807	Not eligible
Platte	C007100905	Not eligible
Platte	C007101815	Not eligible
Platte	C007102125	Not eligible
Platte	C007102235	Not eligible
Platte	C007102605	Not eligible
Platte	C007102810	Not eligible
Platte	C007103405P	Not eligible
Platte	C007104715	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Platte	C007105120	Not eligible
Platte	C007105130	Not eligible
Platte	C007105135	Not eligible
Platte	C007111520	Not eligible
Platte	C007111535	Not eligible
Platte	C007111716	Not eligible
Platte	C007112335	Not eligible
Platte	C007112525	Not eligible
Platte	C007112907	Not eligible
Platte	C007113510	Not eligible
Platte	C007115325	Not eligible
Platte	C007115550	Not eligible
Platte	C007123045	Not eligible
Platte	C007132925	Not eligible
Platte	C007132935	Not eligible
Platte	S091 14103	Not eligible
Platte	S091 15250	Not eligible
Platte	S091 15478	Not eligible
Platte	S091 15860	Not eligible
Polk	C007202105	Not eligible
Polk	C007202115	Not eligible
Polk	C007202305	Not eligible
Polk	C007202710	Not eligible
Polk	C007202915	Not eligible
Polk	C007203510	Not eligible
Polk	C007203905	Not eligible
Polk	C007204515	Not eligible
Polk	C007204520	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Polk	C007204605	Not eligible
Polk	C007210805	Not eligible
Polk	C007211405	Not eligible
Polk	C007212310	Not eligible
Polk	C007212315	Not eligible
Polk	C007213110	Not eligible
Polk	S081 08490R	Not eligible
Red Willow	C007314410	Not eligible
Red Willow	S089 00364	Not eligible
Red Willow	S089 00441	Not eligible
Red Willow	S089 00506	Not eligible
Red Willow	S089 00798	Not eligible
Red Willow	S089 01045	Not eligible
Red Willow	S089 01240	Not eligible
Red Willow	S089 01358	Not eligible
Red Willow	S089 01514	Not eligible
Richardson	C007400205	Not eligible
Richardson	C007401305	Not eligible
Richardson	C007402005	Not eligible
Richardson	C007402205	Not eligible
Richardson	C007405305	Not eligible
Richardson	C007421110	Not eligible
Richardson	C007421805	Not eligible
Richardson	C007423430	Not eligible
Richardson	C007431625	Not eligible
Richardson	C007432220	Not eligible
Richardson	C007432225	Not eligible
Richardson	C007432405	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Richardson	C007442925	Not eligible
Richardson	S008 13678	Not eligible
Richardson	S008 14151	Not eligible
Richardson	S008 14278	Not eligible
Richardson	S008 14851	Not eligible
Richardson	S062 02170	Not eligible
Richardson	S062 02429	Not eligible
Richardson	S105 00703	Not eligible
Rock	C007511405	Not eligible
Saline	C007600615	Not eligible
Saline	C007601715	Not eligible
Saline	C007602240	Not eligible
Saline	C007602705	Not eligible
Saline	C007602715	Not eligible
Saline	C007602720	Not eligible
Saline	C007602835	Not eligible
Saline	C007603305	Not eligible
Saline	C007603610	Not eligible
Saline	C007603625	Not eligible
Saline	C007603710	Not eligible
Saline	C007603715	Not eligible
Saline	C007604105	Not eligible
Saline	C007604215P	Not eligible
Saline	C007604410	Not eligible
Saline	C007604615	Not eligible
Saline	C007610303	Not eligible
Saline	C007613125	Not eligible
Saline	C007614425	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saline	C007622030	Not eligible
Saline	C007624110	Not eligible
Saline	C007624440	Not eligible
Saline	S015 02431	Not eligible
Saline	S015 02964	Not eligible
Saline	S015 03097	Not eligible
Saline	SS76D00494	Not eligible
Sarpy	C007701604P	Not eligible
Saunders	C007800305	Not eligible
Saunders	C007800310	Not eligible
Saunders	C007800330	Not eligible
Saunders	C007800510	Not eligible
Saunders	C007801110	Not eligible
Saunders	C007801120	Not eligible
Saunders	C007801125	Not eligible
Saunders	C007801420	Not eligible
Saunders	C007801505	Not eligible
Saunders	C007801515	Not eligible
Saunders	C007801705	Not eligible
Saunders	C007801705P	Not eligible
Saunders	C007801720	Not eligible
Saunders	C007801825	Not eligible
Saunders	C007801830	Not eligible
Saunders	C007801910	Not eligible
Saunders	C007802110	Not eligible
Saunders	C007802210	Not eligible
Saunders	C007802225	Not eligible
Saunders	C007802345	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saunders	C007802410	Not eligible
Saunders	C007802510	Not eligible
Saunders	C007802530	Not eligible
Saunders	C007802535	Not eligible
Saunders	C007802545	Not eligible
Saunders	C007802705	Not eligible
Saunders	C007802710	Not eligible
Saunders	C007802905	Not eligible
Saunders	C007802910	Not eligible
Saunders	C007802915	Not eligible
Saunders	C007803025	Not eligible
Saunders	C007803110	Not eligible
Saunders	C007803505	Not eligible
Saunders	C007803510	Not eligible
Saunders	C007803515	Not eligible
Saunders	C007803610	Not eligible
Saunders	C007803635	Not eligible
Saunders	C007803805	Not eligible
Saunders	C007804005	Not eligible
Saunders	C007804120	Not eligible
Saunders	C007804205	Not eligible
Saunders	C007804305P	Not eligible
Saunders	C007804445	Not eligible
Saunders	C007804505	Not eligible
Saunders	C007805005	Not eligible
Saunders	C007805210	Not eligible
Saunders	C007805235	Not eligible
Saunders	C007805250	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saunders	C007805260	Not eligible
Saunders	C007805265	Not eligible
Saunders	C007805270	Not eligible
Saunders	C007805335	Not eligible
Saunders	C007810525	Not eligible
Saunders	C007810530	Not eligible
Saunders	C007810930	Not eligible
Saunders	C007811015	Not eligible
Saunders	C007811225	Not eligible
Saunders	C007811305	Not eligible
Saunders	C007811315	Not eligible
Saunders	C007811330	Not eligible
Saunders	C007811335	Not eligible
Saunders	C007811350	Not eligible
Saunders	C007811530	Not eligible
Saunders	C007811735	Not eligible
Saunders	C007811855	Not eligible
Saunders	C007812450	Not eligible
Saunders	C007812465	Not eligible
Saunders	C007813235	Not eligible
Saunders	C007813240	Not eligible
Saunders	C007813245	Not eligible
Saunders	C007813530	Not eligible
Saunders	C007813710	Not eligible
Saunders	C007813820	Not eligible
Saunders	C007814020	Not eligible
Saunders	C007814210	Not eligible
Saunders	C007814225	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saunders	C007814450	Not eligible
Saunders	C007814825	Not eligible
Saunders	C007815105P	Not eligible
Saunders	C007815275	Not eligible
Saunders	C007820120	Not eligible
Saunders	C007820710	Not eligible
Saunders	C007820720	Not eligible
Saunders	C007820740	Not eligible
Saunders	C007821930	Not eligible
Saunders	C007821945	Not eligible
Saunders	C007822840	Not eligible
Saunders	C007822845	Not eligible
Saunders	C007824270	Not eligible
Saunders	C007824460	Not eligible
Saunders	C007824625	Not eligible
Saunders	C007824630	Not eligible
Saunders	C007824640	Not eligible
Saunders	C007824660	Not eligible
Saunders	C007824705	Not eligible
Saunders	C007824725	Not eligible
Saunders	C007824935	Not eligible
Saunders	C007824945	Not eligible
Saunders	C007832650	Not eligible
Saunders	C007835510	Not eligible
Saunders	C007842680	Not eligible
Saunders	C007843840	Not eligible
Saunders	C007852685	Not eligible
Saunders	S066 09308	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Saunders	S077 09791	Not eligible
Saunders	S079 03977	Not eligible
Scotts Bluff	C007901415	Not eligible
Scotts Bluff	C007901420	Not eligible
Scotts Bluff	C007901425	Not eligible
Scotts Bluff	C007901620	Not eligible
Scotts Bluff	C007902205P	Not eligible
Scotts Bluff	C007902905	Not eligible
Scotts Bluff	C007903505	Not eligible
Scotts Bluff	C007903910	Not eligible
Scotts Bluff	C007906705P	Not eligible
Scotts Bluff	C007906710P	Not eligible
Scotts Bluff	C007911705	Not eligible
Scotts Bluff	C007913913	Not eligible
Scotts Bluff	C007914325	Not eligible
Scotts Bluff	C007914330	Not eligible
Scotts Bluff	C007915715	Not eligible
Scotts Bluff	C007916530	Not eligible
Scotts Bluff	C007921715	Not eligible
Scotts Bluff	C007923117	Not eligible
Scotts Bluff	C007923310	Not eligible
Scotts Bluff	C007925310	Not eligible
Scotts Bluff	C007932415	Not eligible
Scotts Bluff	C007934910	Not eligible
Scotts Bluff	C007942420	Not eligible
Scotts Bluff	SL79E00127	Not eligible
Seward	C008000120	Not eligible
Seward	C008000505P	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Seward	C008001510	Not eligible
Seward	C008001710	Not eligible
Seward	C008002305	Not eligible
Seward	C008003415	Not eligible
Seward	C008011120	Not eligible
Seward	C008011235	Not eligible
Seward	C008021920	Not eligible
Seward	S080 36915	Not eligible
Seward	S080 37114	Not eligible
Seward	S080 37312	Not eligible
Seward	S080 37512	Not eligible
Seward	S080 37612	Not eligible
Seward	S080 37811	Not eligible
Seward	S080 38012	Not eligible
Seward	S080 38312	Not eligible
Seward	S080 38413	Not eligible
Seward	SS80B00100	Not eligible
Seward	SS80C00011	Not eligible
Seward	SS80C00264	Not eligible
Sheridan	S020 07896	Not eligible
Sheridan	S020 08037	Not eligible
Sheridan	S087 07316	Not eligible
Sheridan	S087 07512	Not eligible
Sherman	C008200215P	Not eligible
Sherman	C008201835	Not eligible
Sherman	C008202605	Not eligible
Sherman	C008204510	Not eligible
Sherman	C008211610	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Sherman	C008211615	Not eligible
Sherman	C008211625	Not eligible
Sherman	C008213710	Not eligible
Sherman	C008213715	Not eligible
Sherman	C008214410	Not eligible
Sherman	C008214515	Not eligible
Sherman	C008220610	Not eligible
Sherman	C008222210	Not eligible
Sherman	C008222710	Not eligible
Sherman	C008224305	Not eligible
Sherman	C008224320	Not eligible
Sherman	C008224705	Not eligible
Sherman	C008224720	Not eligible
Sherman	C008232905	Not eligible
Sherman	C008233025	Not eligible
Sherman	C008242410	Not eligible
Sherman	C008243920	Not eligible
Sherman	S010 10086	Not eligible
Sherman	S058 04151	Not eligible
Sherman	S058 04380	Not eligible
Sherman	S058 04861	Not eligible
Sherman	S092 30968	Not eligible
Sherman	S092 30985	Not eligible
Sherman	S092 31965	Not eligible
Sioux	C008313910	Not eligible
Sioux	S029 04647	Not eligible
Stanton	C008400105P	Not eligible
Stanton	C008400505	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Stanton	C008401405	Not eligible
Stanton	C008401915	Not eligible
Stanton	C008402205	Not eligible
Stanton	C008402525	Not eligible
Stanton	C008402925	Not eligible
Stanton	C008403535	Not eligible
Stanton	C008404220	Not eligible
Stanton	C008410120	Not eligible
Stanton	C008411315	Not eligible
Stanton	C008411415	Not eligible
Stanton	C008411927	Not eligible
Stanton	C008412130	Not eligible
Stanton	C008412810	Not eligible
Stanton	C008413545	Not eligible
Stanton	C008420140	Not eligible
Stanton	C008420735	Not eligible
Stanton	C008420935	Not eligible
Stanton	C008420940	Not eligible
Stanton	C008424430	Not eligible
Stanton	C008433005	Not eligible
Stanton	C008433010	Not eligible
Stanton	C008442030	Not eligible
Stanton	C008443020	Not eligible
Stanton	M2290B2205	Not eligible
Stanton	M2290C1505	Not eligible
Stanton	M2290H2005	Not eligible
Stanton	M2290I2005	Not eligible
Stanton	S015 13996	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Stanton	S015 14542	Not eligible
Stanton	S275 08742	Not eligible
Stanton	S275 09309	Not eligible
Thayer	C008502905	Not eligible
Thayer	C008511505	Not eligible
Thayer	C008533310	Not eligible
Thayer	C008534235	Not eligible
Thayer	S004 10620	Not eligible
Thayer	S008 03439	Not eligible
Thayer	S136 13214	Not eligible
Thomas	C008603505P	Not eligible
Thomas	S083 13344R	Not eligible
Thomas	SS86B00021	Not eligible
Thurston	C008700105	Not eligible
Thurston	C008700310	Not eligible
Thurston	C008700605	Not eligible
Thurston	C008700705	Not eligible
Thurston	C008701505	Not eligible
Thurston	C008701705	Not eligible
Thurston	C008701710	Not eligible
Thurston	C008703015	Not eligible
Thurston	C008703405	Not eligible
Thurston	C008703705	Not eligible
Thurston	C008711205	Not eligible
Thurston	C008711515	Not eligible
Thurston	C008711610	Not eligible
Thurston	C008712210	Not eligible
Thurston	C008713210	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Thurston	C008722630	Not eligible
Thurston	S075 15730	Not eligible
Thurston	S094 00055	Not eligible
Thurston	S094 00218	Not eligible
Thurston	S094 00552	Not eligible
Thurston	S094 01745	Not eligible
Valley	C008801505	Not eligible
Valley	C008802015	Not eligible
Valley	C008802040	Not eligible
Valley	C008802045	Not eligible
Valley	C008803105	Not eligible
Valley	C008803505	Not eligible
Valley	C008804010	Not eligible
Valley	C008810310P	Not eligible
Valley	C008810705	Not eligible
Valley	C008810815P	Not eligible
Valley	C008810910	Not eligible
Valley	C008811115	Not eligible
Valley	C008812720	Not eligible
Valley	C008814210	Not eligible
Valley	C008814413	Not eligible
Valley	C008833725	Not eligible
Valley	S070 09847	Not eligible
Valley	S070 10107	Not eligible
Valley	S070 10197	Not eligible
Valley	S070 10392	Not eligible
Valley	S070 10755	Not eligible
Washington	C008900610	Not eligible

List of Not Eligible Bridges

County	Bridge No.	National Register Status
Washington	C008901105	Not eligible
Washington	C008901125	Not eligible
Washington	C008901130	Not eligible
Washington	C008901510	Not eligible
Washington	C008901710P	Not eligible
Washington	C008901805	Not eligible
Washington	C008902010	Not eligible
Washington	C008902020	Not eligible
Washington	C008902035	Not eligible
Washington	C008902410	Not eligible
Washington	C008902705	Not eligible
Washington	C008902815	Not eligible
Washington	C008903310P	Not eligible
Washington	C008910510	Not eligible
Washington	C008913005	Not eligible
Washington	C008913205	Not eligible
Washington	C008913605	Not eligible
Washington	S091 21718	Not eligible
Washington	S091 21901	Not eligible
Washington	S091 22009	Not eligible
Washington	S091 22060	Not eligible
Wayne	C009002215	Not eligible
Wayne	S035 02068	Not eligible
Wayne	S035 02119	Not eligible
Wayne	S035 02181	Not eligible
Wayne	S035 02476	Not eligible
Wayne	S035 02714	Not eligible
Wayne	S057 03867	Not eligible

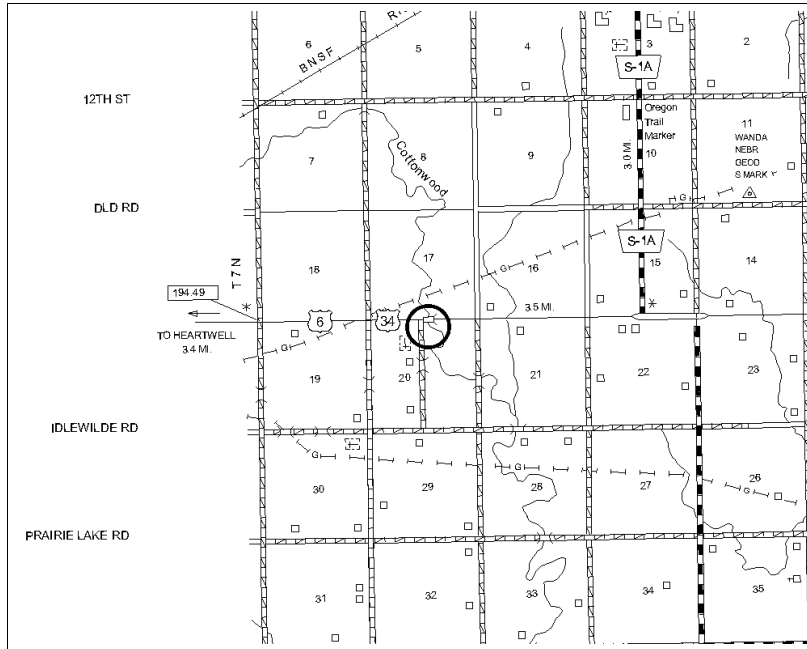
List of Not Eligible Bridges

County	Bridge No.	National Register Status
Webster	C009132605	Not eligible
Webster	S078 00566	Not eligible
Webster	S136 07566	Not eligible
Webster	S136 07825	Not eligible
Webster	S136 07981	Not eligible
Webster	S136 08180	Not eligible
Webster	S136 08306	Not eligible
Wheeler	C009200905P	Not eligible
Wheeler	C009202205	Not eligible
Wheeler	C009213305	Not eligible
Wheeler	C009214105	Not eligible
York	C009300415	Not eligible
York	C009304515	Not eligible
York	C009314415	Not eligible
York	C009320515	Not eligible
York	C009320525	Not eligible
York	C009323725	Not eligible

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S006 19604		NeHBS NUMBER: AD00-361		YEAR BUILT: 1935	
LOCATION: 0E		FEATURE CARRIED: US HIGHWAY 6/US HIGHWAY 34		YEAR RECONSTRUCTED: 1963	
DISTRICT: 4	COUNTY: Adams	FEATURE CROSSED: COTTONWOOD CREEK			
UTM ZONE: 14	NORTHING: 4,490,699.49	EASTING: 525,818.24	TOWNSHIP: 07	RANGE: 12	DIRECTION W SECTION: 20
STATUS: Extant - in service		OWNER: State Highway Agency			
STRUCTURE LENGTH (FT): 64	BRIDGE TYPE: Concrete continuous		APPROACH SPAN TYPE:		
LENGTH OF MAXIMUM SPAN (FT): 24	Slab				
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 42	NUMBER OF MAIN SPANS: 3		NUMBER OF APPROACH SPANS: 0		
DECK WIDTH (OUT-TO-OUT) (FT): 46	MAIN SPAN DETAILS: Continuous concrete slab. Concrete deck with asphalt overlay.		APPROACH SPAN DETAILS:		
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal			None.		
SUBSTRUCTURE: Timber					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT: Rural (unincorporated areas)		ALTERATIONS: Widened		DATE OF ALTERATION (IF KNOWN):	
SURROUNDING LAND USE: Agricultural					
NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007			
REASON FOR NATIONAL REGISTER DETERMINATION: Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Timber open piles. Appears to have been widened for shoulders on the north and south sides.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S006 20204	NeHBS NUMBER:	AD00-362	YEAR BUILT:	1931
LOCATION:	0.5W S PROSSER AVENUE	FEATURE CARRIED:	US HIGHWAY 6/US HIGHWAY 34	YEAR RECONSTRUCTED:	1961
DISTRICT:	4	COUNTY:	Adams	FEATURE CROSSED:	WEST BRANCH THIRTY-TWO MILE CREEK

UTM ZONE:	14	NORTHING:	4,490,738.87	EASTING:	535,411.90	TOWNSHIP:	07	RANGE:	11	DIRECTION	W	SECTION:	20
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	51	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	50		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	42	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	45.6	MAIN SPAN DETAILS:	Steel I-beam. 10 rolled I-beams with bent plate diaphragms. Combination of bolted and riveted connections. Concrete deck with asphalt overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Concrete barrier				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)		Change in railing/parapet		
SURROUNDING LAND USE:					
	Agricultural				

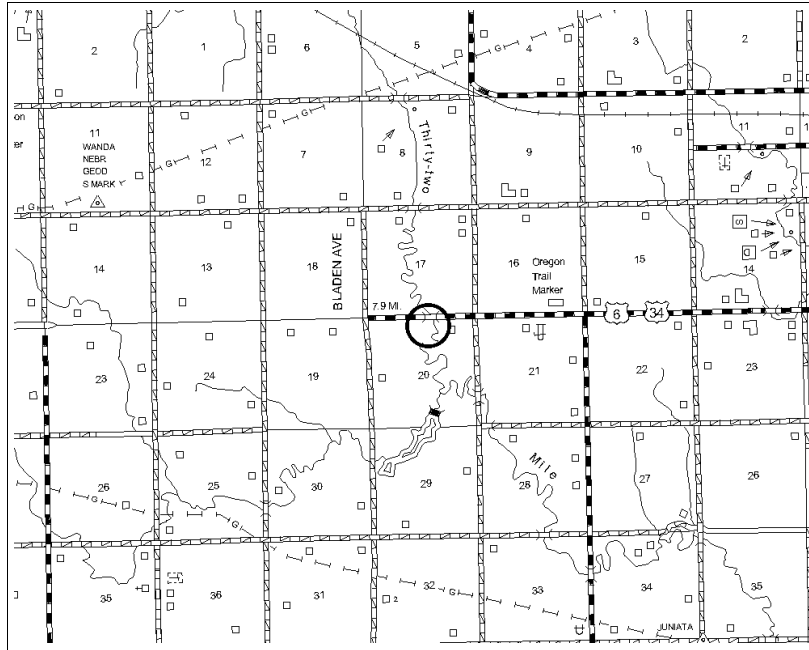
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Original railings have been removed, replaced with concrete barrier.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000201710P	NeHBS NUMBER: AP00-278	YEAR BUILT: 1955
LOCATION: 519TH AVE, .8 S COUNTY LINE	FEATURE CARRIED: COUNTY ROAD 519TH AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: EAST BRANCH VERDICRIS CREEK	

UTM ZONE: 14	NORTHING: 4,697,514.13	EASTING: 571,294.08	TOWNSHIP: 28	RANGE: 07	DIRECTION W	SECTION: 04
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 53	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 29	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Steel I-beam. Multiple rolled I-beams. Outer beams are different depths on each span. Concrete deck with concrete overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

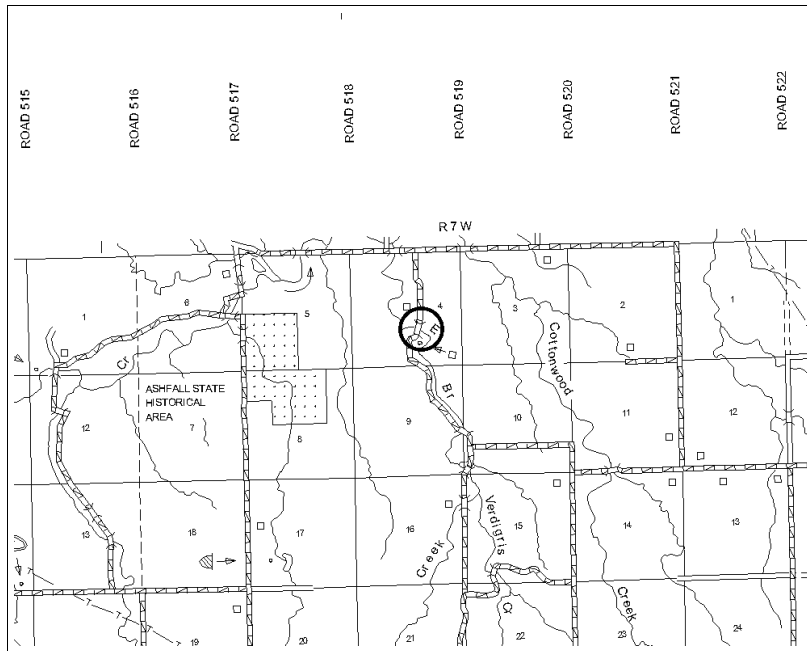
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000204405P	NeHBS NUMBER: AP00-279	YEAR BUILT: 1955
LOCATION: .5 W JCT 848.5TH ROAD & 515TH AVENUE	FEATURE CARRIED: 848.5TH ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,663,954.40	EASTING: 565,022.44	TOWNSHIP: 25	RANGE: 08	DIRECTION W	SECTION: 23
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 24	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 23	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.9	MAIN SPAN DETAILS: Steel I-beam. 9 rolled I-beams with pipe separators. Timber deck with gravel overlay. Timbers sistered to beams provide nailing surface for deck planks.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

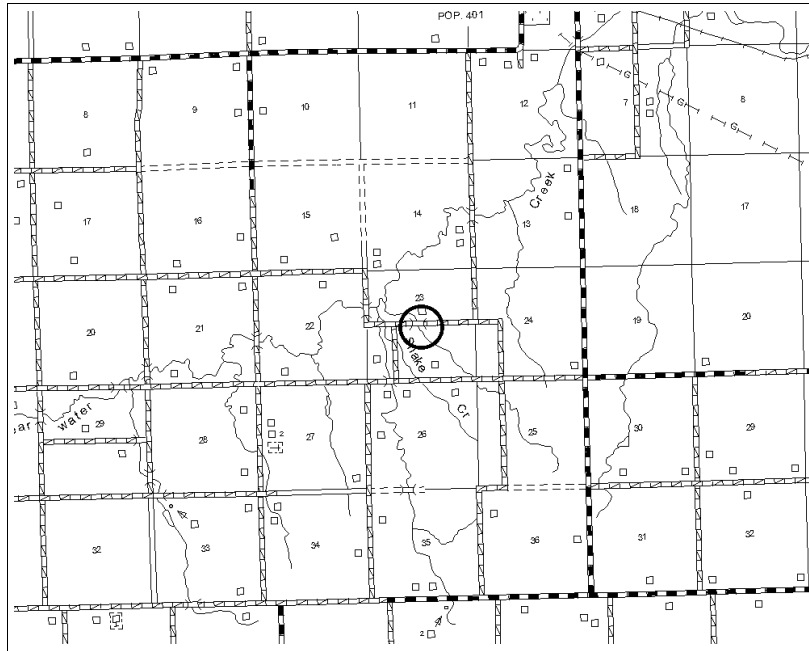
TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Added main members	
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C000204605P	NeHBS NUMBER:	AP00-280	YEAR BUILT:	1955
LOCATION:	.1 W JCT 847.5TH ROAD & 512TH AVENUE	FEATURE CARRIED:	847.5TH ROAD	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Antelope	FEATURE CROSSED:	DRAINAGE DITCH

UTM ZONE:	14	NORTHING:	4,662,437.16	EASTING:	560,902.40	TOWNSHIP:	25	RANGE:	08	DIRECTION	W	SECTION:	29
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	24	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	23		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	16	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	16	MAIN SPAN DETAILS:	Steel I-beam. 7 rolled I-beams with pipe separators. Concrete deck.		
				APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

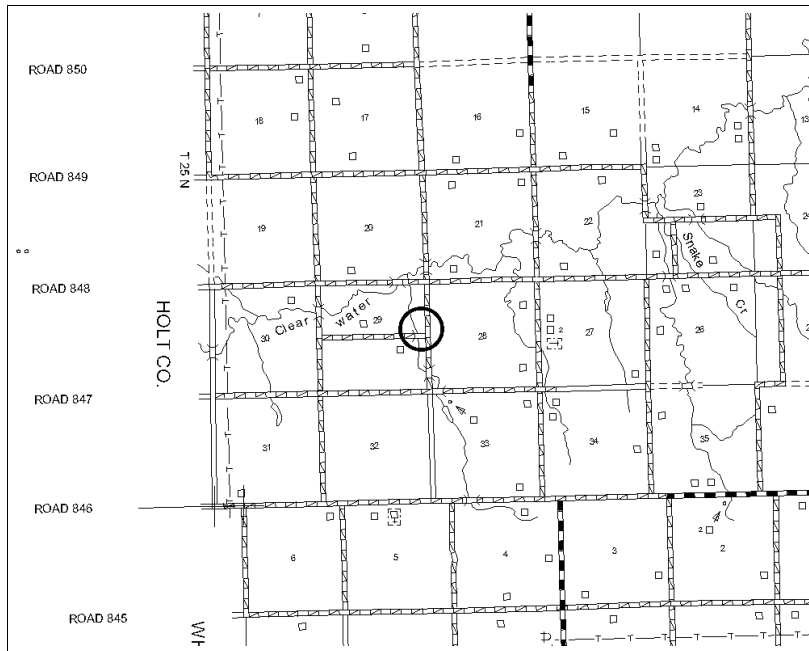
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000204810	NeHBS NUMBER: AP00-281	YEAR BUILT: 1955
LOCATION: .5 E JCT 847TH ROAD & 514TH AVENUE	FEATURE CARRIED: COUNTY ROAD 847TH ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,661,547.40	EASTING: 564,906.76	TOWNSHIP: 25	RANGE: 08	DIRECTION W	SECTION: 35
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Steel I-beam. 7 rolled I-beams with pipe separators. Timber deck with gravel overlay. Timbers sistered to beams provide nailing surface for deck planks.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

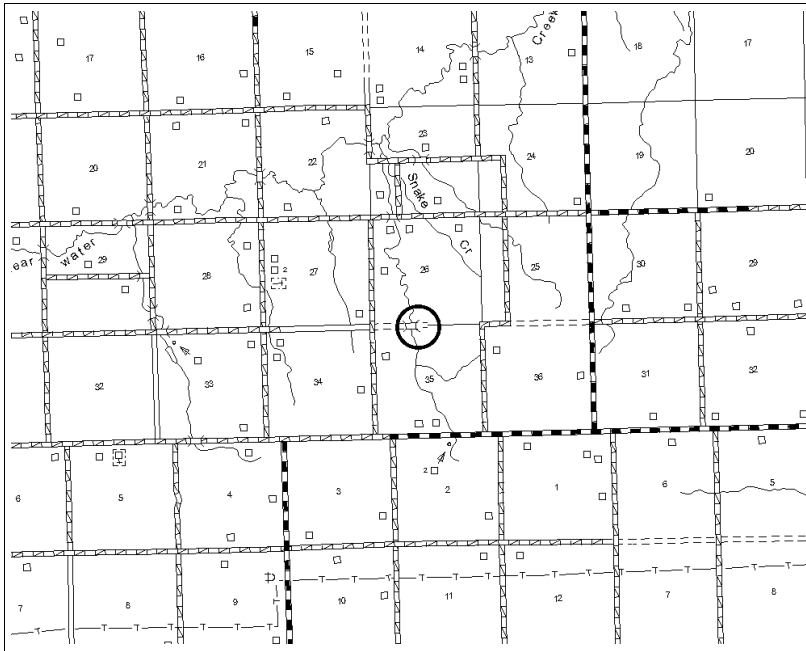
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Added main members	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000210305	NeHBS NUMBER: AP00-282	YEAR BUILT: 1950
LOCATION: .2 S JCT 511TH AVENUE & 848TH ROAD	FEATURE CARRIED: COUNTY ROAD 511TH AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: CLEARWATER CREEK	

UTM ZONE: 14	NORTHING: 4,662,794.32	EASTING: 559,383.56	TOWNSHIP: 25	RANGE: 08	DIRECTION W	SECTION: 30
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 67	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.7	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Pratt pony truss. 9 I-beams. Pinned main connections with rivets throughout. V-lacing on main members. Timber deck.	APPROACH SPAN DETAILS: No railing.

TRUSS CONNECTION: Pinned
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

ALTERATIONS:

Added main members

DATE OF ALTERATION (IF KNOWN):

SURROUNDING LAND USE:

Agricultural

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

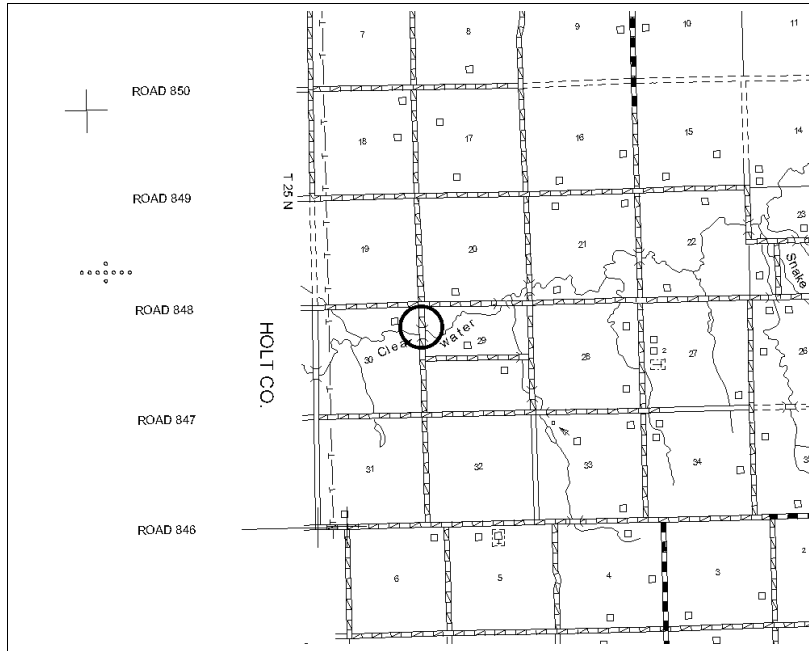
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber wing walls with timber supports. Open steel piles. Metal rail along main span. Timber reinforcement on center beam.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000210505	NeHBS NUMBER: AP00-283	YEAR BUILT: 1955
LOCATION: .1 N JCT 512TH AVENUE & 848TH ROAD	FEATURE CARRIED: COUNTY ROAD 512TH AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: CLEARWATER CREEK	

UTM ZONE: 14	NORTHING: 4,663,363.58	EASTING: 561,032.14	TOWNSHIP: 25	RANGE: 08	DIRECTION W	SECTION: 21
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 61	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.8	MAIN SPAN DETAILS: Pratt pony truss. Multiple I-beams. Riveted connections with some replacement bolts. V-lacing on top chords. Timber deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

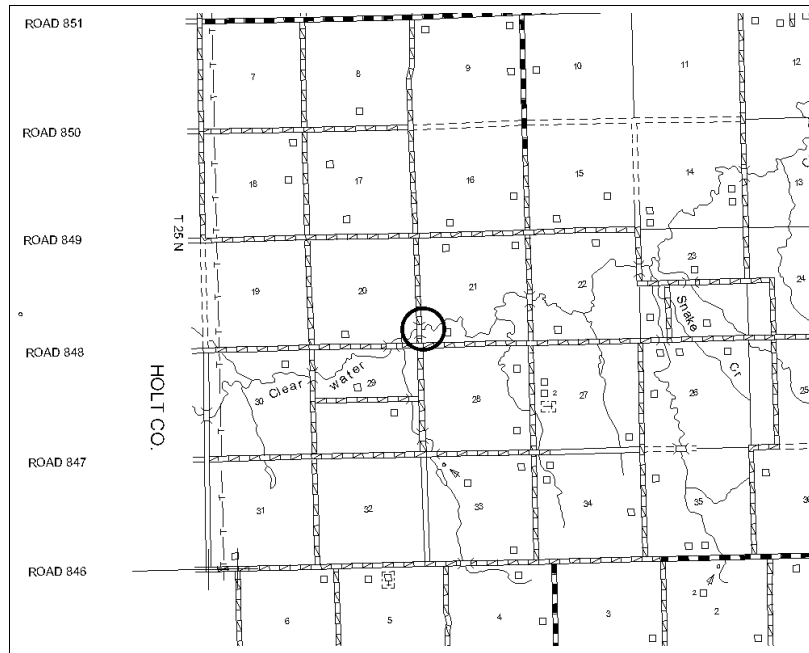
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing wall on north, metal wing wall on south.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000212105	NeHBS NUMBER: AP00-284	YEAR BUILT: 1955
LOCATION: S JCT 520TH AVENUE & 848TH ROAD	FEATURE CARRIED: COUNTY ROAD 520TH AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: ANTELOPE CREEK	

UTM ZONE: 14	NORTHING: 4,662,745.69	EASTING: 573,852.60	TOWNSHIP: 25	RANGE: 07	DIRECTION W	SECTION: 27
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. 9 rolled I-beams with pipe separators. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: None		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

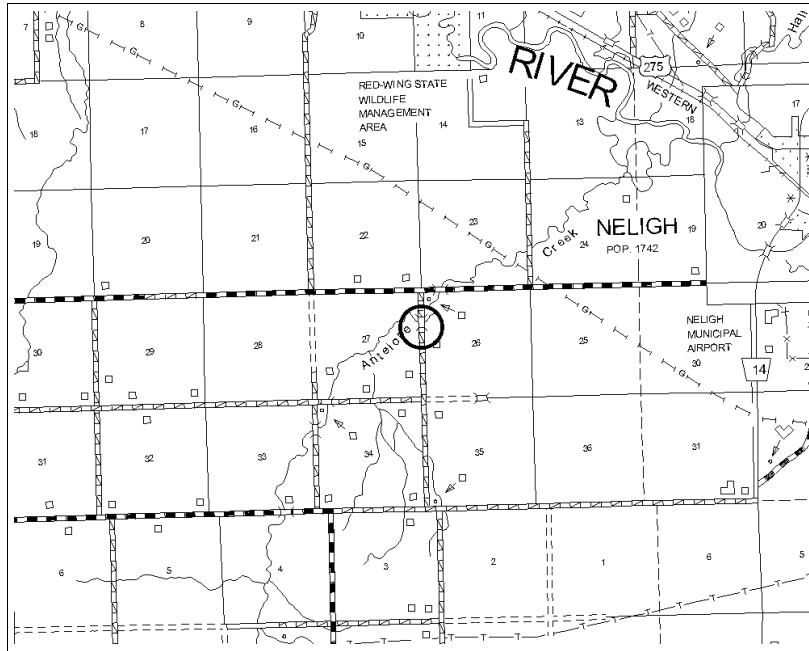
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000212715	NeHBS NUMBER: AP00-285	YEAR BUILT: 1955
LOCATION: .1 NE 523RD AVENUE & 850TH ROAD JCT	FEATURE CARRIED: COUNTY ROAD 523RD AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: HAIL CREEK	

UTM ZONE: 14	NORTHING: 4,666,313.84	EASTING: 578,635.98	TOWNSHIP: 25	RANGE: 06	DIRECTION W	SECTION: 18
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Steel I-beam. 7 rolled I-beams with pipe separators. Corrugated steel deck with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

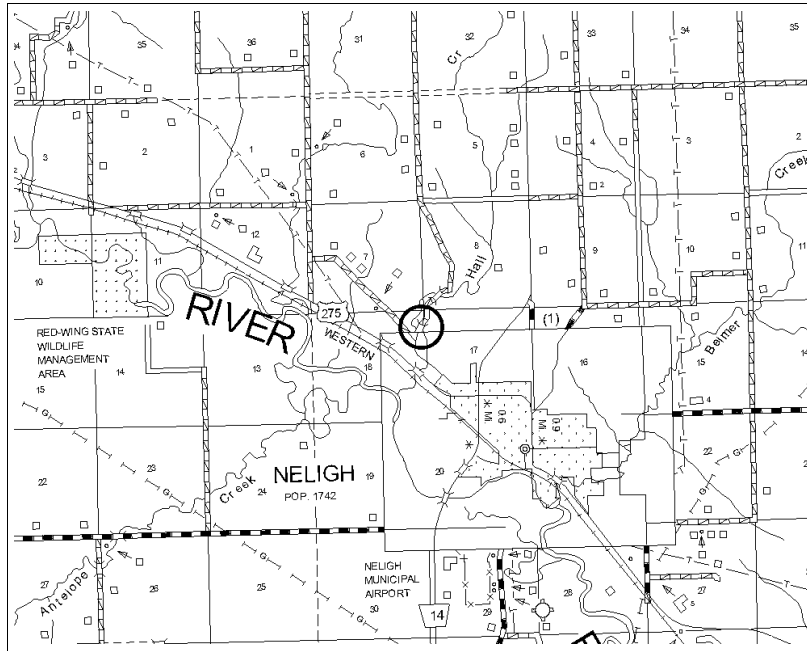
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Timber nailers sistered to I-beams.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C000213905P	NeHBS NUMBER:	AP00-286	YEAR BUILT:	1955
LOCATION:	1.7N 2.2E OF BRUNSWICK	FEATURE CARRIED:	COUNTY ROAD 529 AVENUE	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Antelope	FEATURE CROSSED:	BAZILE CREEK

UTM ZONE:	14	NORTHING:	4,691,231.01	EASTING:	588,376.90	TOWNSHIP:	28	RANGE:	05	DIRECTION	W	SECTION:	29
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	24	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	23		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	19.8	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	19.8	MAIN SPAN DETAILS:	Steel I-beam. 9 rolled I-beams with pipe separators. Timber deck with gravel overlay. Three additional beams have been added to widen original deck. Timbers nailers for deck planking are sistered to some I-beams.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)		Three I-beams have been added to widen deck. Su		
SURROUNDING LAND USE:					
	Agricultural				

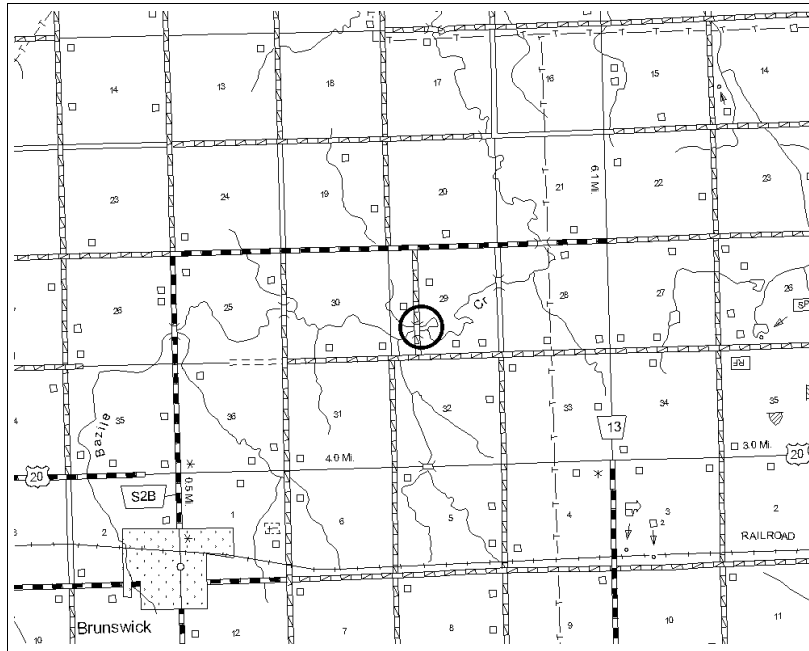
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments with steel sheet pile wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000217010	NeHBS NUMBER: AP00-287	YEAR BUILT: 1955
LOCATION: .5 W JCT 836TH ROAD & 531ST AVENUE	FEATURE CARRIED: COUNTY ROAD 836TH ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: IVES CREEK	

UTM ZONE: 14	NORTHING: 4,644,252.96	EASTING: 591,040.22	TOWNSHIP: 23	RANGE: 05	DIRECTION W	SECTION: 28
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 33	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I beam. 9 rolled I-beams with pipe separators. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

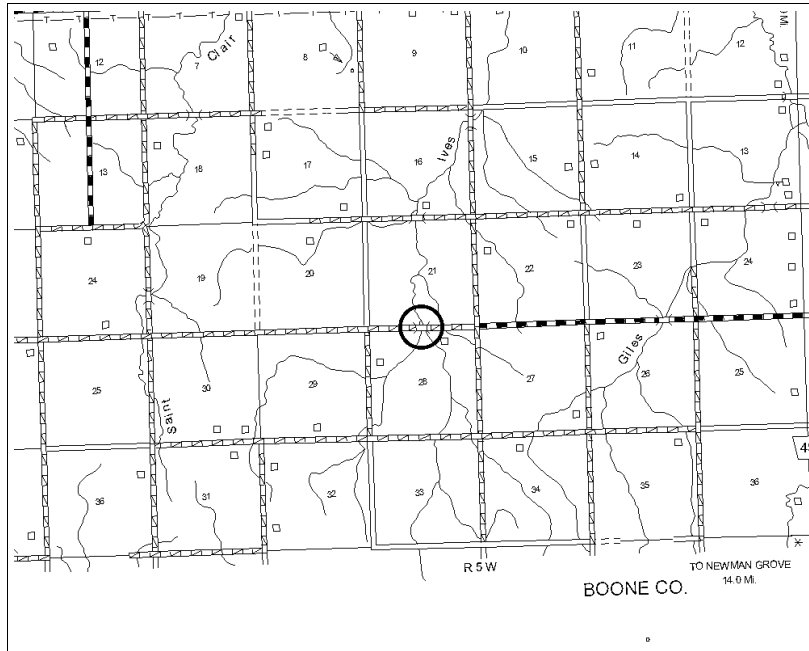
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. One timber wing wall near southeast corner of bridge. Steel piles. North rail missing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000220220	NeHBS NUMBER: AP00-288	YEAR BUILT: 1955
LOCATION: 870TH ROAD, E of 523TH AVENUE JCT	FEATURE CARRIED: COUNTY ROAD 870TH ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,698,700.91	EASTING: 578,411.02	TOWNSHIP: 28	RANGE: 06	DIRECTION W	SECTION: 05
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 61	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.7	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 15.7	MAIN SPAN DETAILS: Pratt pony truss. 9 I-beams stamped with "Illinois-S-USA." Steel floor beams stamped with "Jones & Laughlin." Some rivets replaced with bolts on main connections. V-lacing on main members. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

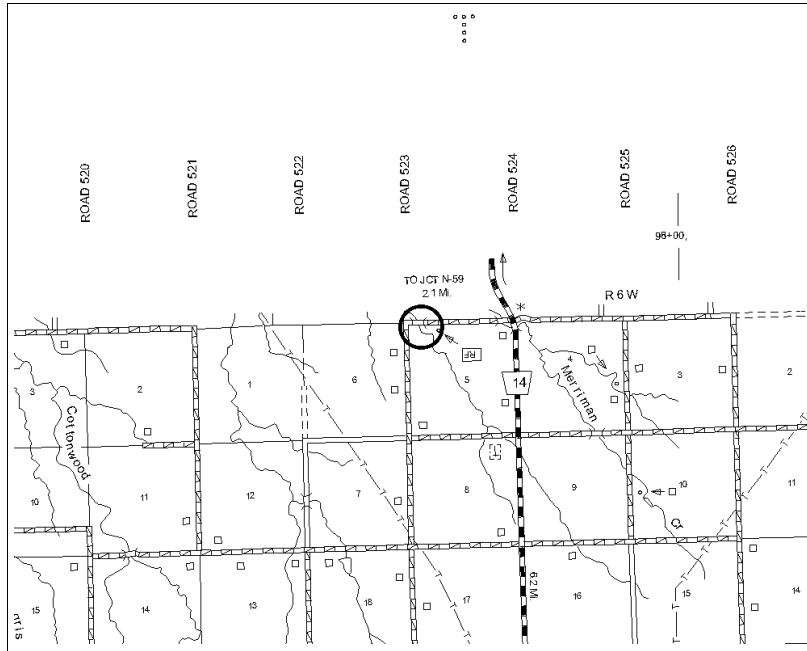
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C000221940	NeHBS NUMBER:	AP00-289	YEAR BUILT:	1955
LOCATION:	.2S JCT 519TH AVENUE & 468TH ROAD	FEATURE CARRIED:	COUNTY ROAD 519TH AVENUE	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Antelope	FEATURE CROSSED:	HAY CREEK

UTM ZONE:	14	NORTHING:	4,694,928.78	EASTING:	571,869.08	TOWNSHIP:	28	RANGE:	07	DIRECTION	W	SECTION:	16
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	62	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	31		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	15.7	NUMBER OF MAIN SPANS:	2	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	15.7	MAIN SPAN DETAILS:	Steel I-beams. Multiple rolled I-beams. Outer beams of each span are different depths. Timber deck.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

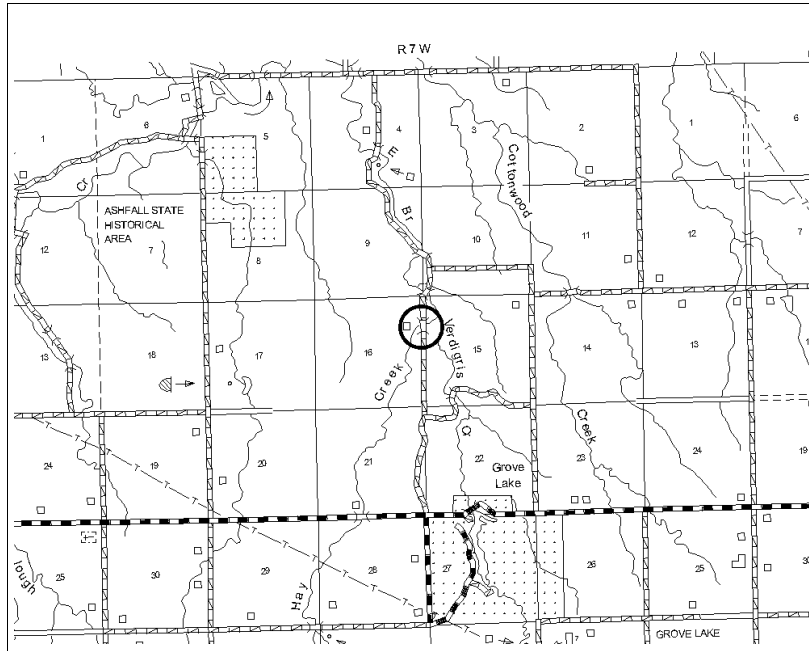
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Open metal piles with some bolts visible.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C000224005	NeHBS NUMBER:	AP00-290	YEAR BUILT:	1955
LOCATION:	W JCT 851ST ROAD & 522 AVENUE	FEATURE CARRIED:	COUNTY ROAD 851ST ROAD	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Antelope	FEATURE CROSSED:	STREAM

UTM ZONE:	14	NORTHING:	4,668,146.21	EASTING:	576,963.18	TOWNSHIP:	25	RANGE:	07	DIRECTION	W	SECTION:	01
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	24	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	23		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	20.2	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	20.2	MAIN SPAN DETAILS:	Steel I-beam. Multiple rolled I-beams. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	None				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Change in railing/parapet			
SURROUNDING LAND USE:					
Agricultural					

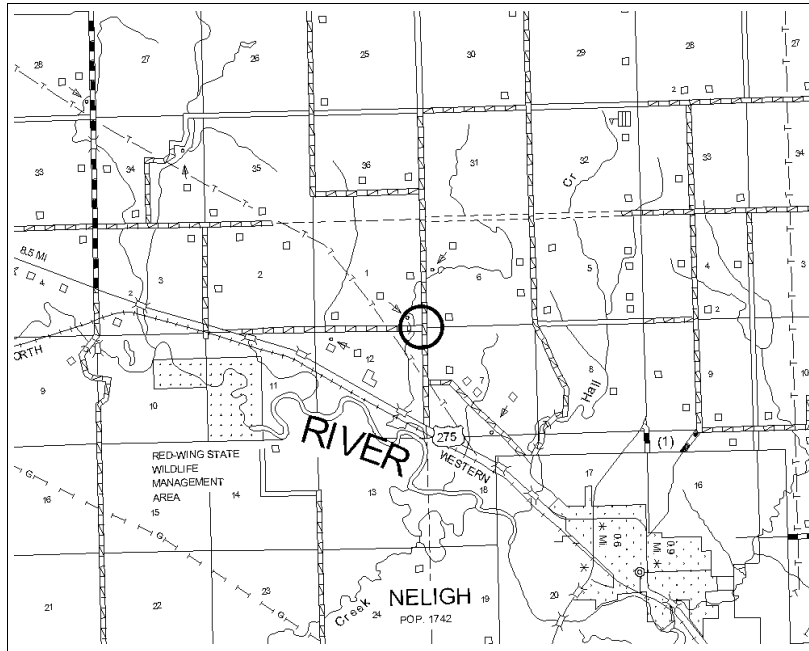
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Metal railing removed, some vertical posts remain.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C000231105	NeHBS NUMBER:	AP00-291	YEAR BUILT:	1950
LOCATION:	1.0 N JCT 515TH AVENUE & 848.5 ROAD	FEATURE CARRIED:	COUNTY ROAD 515TH AVENUE	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Antelope	FEATURE CROSSED:	CLEARWATER CREEK

UTM ZONE:	14	NORTHING:	4,665,627.55	EASTING:	565,833.46	TOWNSHIP:	25	RANGE:	08	DIRECTION W	SECTION:	13
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	51	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	50		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	19.8	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	19.8	MAIN SPAN DETAILS:	Pratt pony truss. 11 I-beams. Main connections are pinned. Some rivets on members. V-lacing in main members. Concrete deck.		

TRUSS CONNECTION:	Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal		None.
SUBSTRUCTURE:	Concrete		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Replaced wingwalls	
SURROUNDING LAND USE:		
Agricultural		

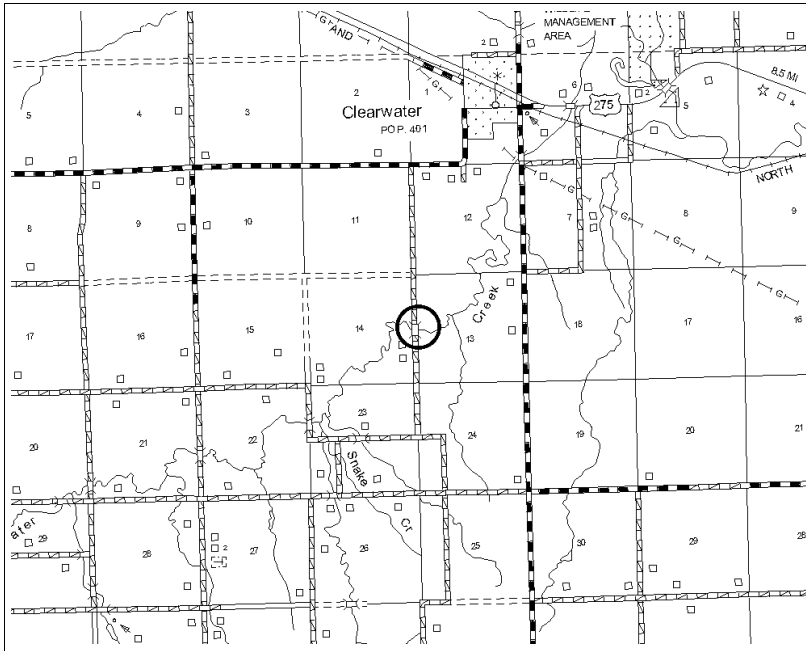
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C000235815	NeHBS NUMBER:	AP00-292	YEAR BUILT:	1955
LOCATION:	.5 E JCT 842ND ROAD & 531ST AVENUE	FEATURE CARRIED:	COUNTY ROAD 842ND ROAD	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Antelope	FEATURE CROSSED:	IVES CREEK

UTM ZONE:	14	NORTHING:	4,653,895.32	EASTING:	592,434.46	TOWNSHIP:	24	RANGE:	05	DIRECTION	W	SECTION:	27
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	42	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	41		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	15.9	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	15.9	MAIN SPAN DETAILS:	Steel I-beam. 7 rolled I-beams with pipe separators. Corrugated steel deck with concrete overlay.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Change in railing/parapet			
SURROUNDING LAND USE:					
Agricultural					

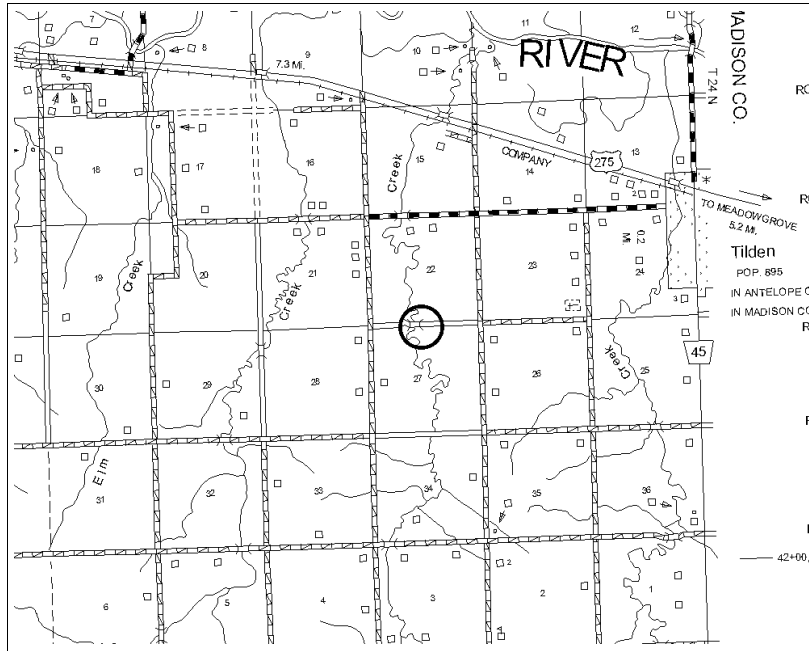
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutment and wing wall on east; Steel sheet pile abutment and wing wall on west. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000243920	NeHBS NUMBER: AP00-293	YEAR BUILT: 1955
LOCATION: 5N 2E OF BRUNSWICK	FEATURE CARRIED: COUNTY ROAD 529TH AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Antelope	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,696,222.55	EASTING: 587,902.38	TOWNSHIP: 28	RANGE: 05	DIRECTION W	SECTION: 08
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.7	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Pratt pony truss. Multiple stringers and 3 floor beams. Main connections are pinned and other connections are riveted. V-lacing on main members. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

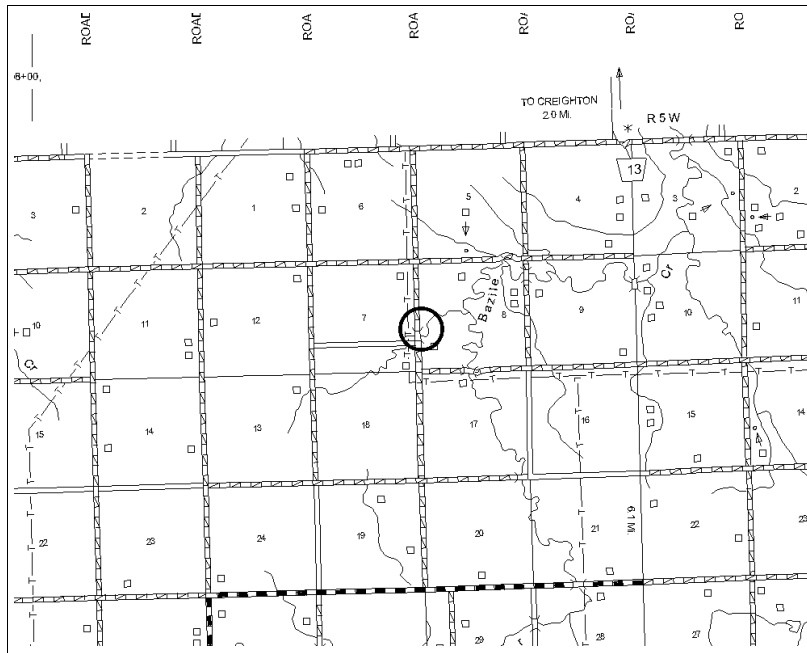
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000500705	NeHBS NUMBER: BL00-047	YEAR BUILT: 1950
LOCATION: 3N 5W DUNNING	FEATURE CARRIED: SANDHILLS DRIVE	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Blaine	FEATURE CROSSED: MIDDLE LOUP RIVER	

UTM ZONE: 14	NORTHING: 4,636,605.52	EASTING: 399,593.97	TOWNSHIP: 22	RANGE: 25	DIRECTION W	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 71	BRIDGE TYPE: Wood or timber	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 20	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Three timber piers and caps and timber supporting "piers" at abuts. Abuts and wings are sheet piling. Stringers and deck are timber.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: None		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

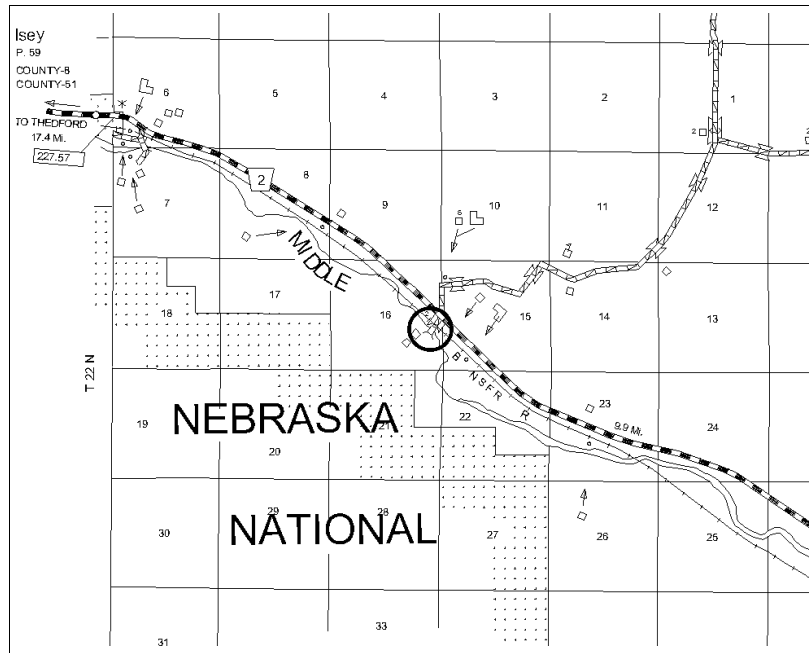
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000807505	NeHBS NUMBER:	YEAR BUILT: 1953
LOCATION: 3 EAST OF BRISTOW	FEATURE CARRIED: COUNTY HIGHWAY	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Boyd	FEATURE CROSSED: PONCA CREEK	

UTM ZONE: 14	NORTHING: 4,742,777.59	EASTING: 537,184.41	TOWNSHIP: 33	RANGE: 10	DIRECTION W	SECTION: 18
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STATUS: Nonextant	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 80	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 79	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Pratt pony truss.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:		None.
SUBSTRUCTURE:		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
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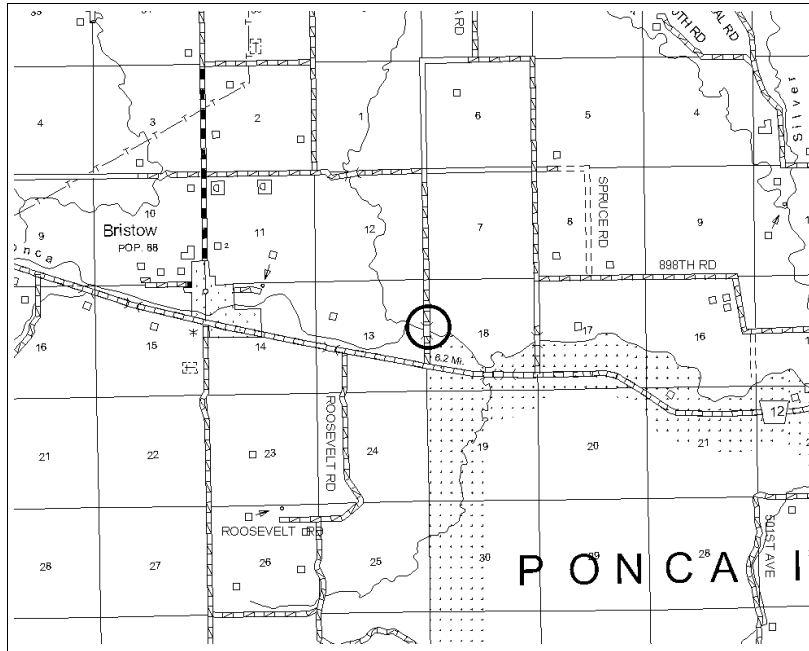
SURROUNDING LAND USE:

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
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REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Bridge washed out in 1995 per Boyd County Highway Superintendent.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000817305	NeHBS NUMBER: BD00-234	YEAR BUILT: 1953
LOCATION: 2SE OF BRISTOW	FEATURE CARRIED: COUNTY ROAD 498 AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Boyd	FEATURE CROSSED: PONCA CREEK	

UTM ZONE: 14	NORTHING: 4,742,777.59	EASTING: 537,184.41	TOWNSHIP: 33	RANGE: 10	DIRECTION W	SECTION: 18
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 81	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 79	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Pratt pony truss. 8 steel stringers and 4 floor beams. Combination of bolted and riveted connections. V-lacing on main members. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: Capital Steel		

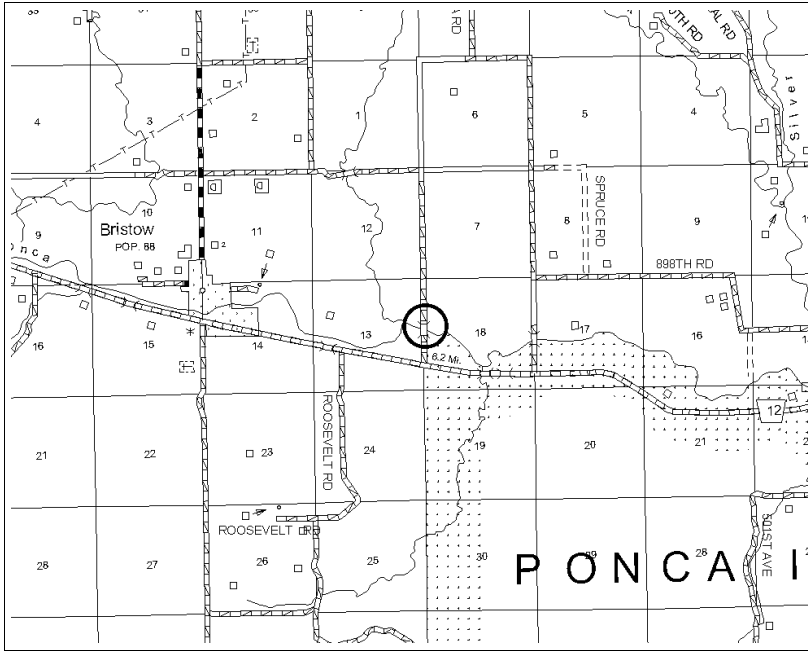
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: M034006910	NeHBS NUMBER: BD02-031	YEAR BUILT: 1958
LOCATION: BRISTOW PRAIRIE AT BROAD	FEATURE CARRIED: PRAIRIE AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Boyd	FEATURE CROSSED: PONCA CREEK	

UTM ZONE: 14	NORTHING: 4,742,945.72	EASTING: 533,914.54	TOWNSHIP: 33	RANGE: 11	DIRECTION W	SECTION: 15
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STATUS: Extant - in service	OWNER: City or Municipal Highway Agency
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STRUCTURE LENGTH (FT): 159	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 80	Truss - thru	Girder and floorbeam system
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.1	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 25.9	MAIN SPAN DETAILS: Pratt pony truss. 11 steel stringers and 4 floor beams. V-lacing on main members. Concrete deck. Continuous concrete curb across 3 spans.	APPROACH SPAN DETAILS: 4 steel I-beams with cross bracing. Concrete deck.

TRUSS CONNECTION: Riveted
RAILING: Metal beam
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

Capacity 20 tons, S-309(1), 1958.

TYPE OF DEVELOPMENT:

Town (small communities)

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

SURROUNDING LAND USE:

Residential

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

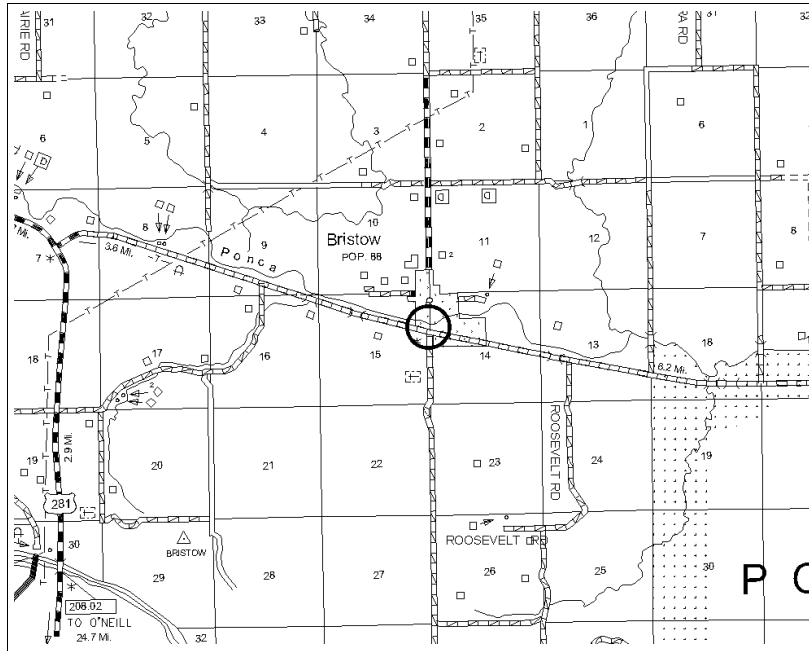
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. 2 solid concrete piers. Metal beam is continuous across 3 spans.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C000901705P	NeHBS NUMBER:	BW00-001	YEAR BUILT:	1916
LOCATION:	16NW US HIGHWAY 183 KEYA PAHA CL	FEATURE CARRIED:	NORDEN ROAD	YEAR RECONSTRUCTED:	1963
DISTRICT:	8	COUNTY:	Brown	FEATURE CROSSED:	NIOBRARA RIVER

UTM ZONE:	14	NORTHING:	4,737,642.69	EASTING:	415,483.57	TOWNSHIP:	33	RANGE:	23	DIRECTION W	SECTION:	33
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	178	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	175		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	15.8	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	16.3	MAIN SPAN DETAILS:	Parker overhead truss. Multiple steel stringers. Threaded pin connections. V-lacing on main members with riveted connections. Metal tubular railing. Timber deck.		

TRUSS CONNECTION:	Pinned	ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

Elkhart Bridge and Iron Company, IN - Contractor.

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Replaced vertical members	

SURROUNDING LAND USE:
Agricultural

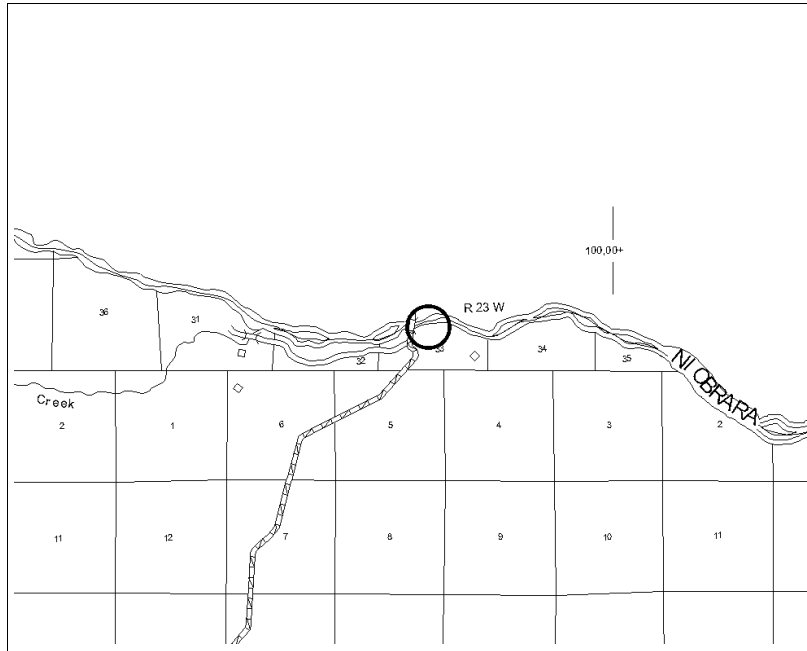
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Pre-1947 bridge determined not eligible by NDOR, SHPO and FHWA during April 2007 meeting by reassessing the 1991/1996 historic bridge survey data.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel and sheet pile abutments with concrete caps. 2 verticals appear to be replaced. Bridge crosses Niobrara National Scenic River. Known as the Norden Bridge (Niobrara River Bridge). Built in 1916 as 1 of 4 trusses for the Schuyler State Aid Bridge. It was moved and re-erected at present location in 1963. Included in 1991 Nebraska Historic Bridge Inventory.

SOURCES:

Nebraska Historic Bridge Inventory HABS/HAER form, 1991.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C000913725 **NeHBS NUMBER:** BW00-067 **YEAR BUILT:** 1907
LOCATION: 6W US HIGHWAY 183 AT KEYA PAHA COUNTY LINE **FEATURE CARRIED:** MEADVILLE ROAD **YEAR RECONSTRUCTED:** 1948
DISTRICT: 8 **COUNTY:** Brown **FEATURE CROSSED:** NIOBRARA RIVER

UTM ZONE: 14 **NORTHING:** 4,733,587.34 **EASTING:** 430,575.76 **TOWNSHIP:** 32 **RANGE:** 22 **DIRECTION W** **SECTION:** 13

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 246 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:** Steel
LENGTH OF MAXIMUM SPAN (FT): 96 Truss - thru Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16 **NUMBER OF MAIN SPANS:** 2 **NUMBER OF APPROACH SPANS:** 2
DECK WIDTH (OUT-TO-OUT) (FT): 16 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Pratt overhead truss. Multiple steel stringers. Connections are threaded pin. V-lacing on main members. Timber deck. 9 stringers. Timber deck

TRUSS CONNECTION: Pinned
RAILING: Metal beam
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:
None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

2 - Eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Eligible

NATIONAL REGISTER DETERMINATION DATE:

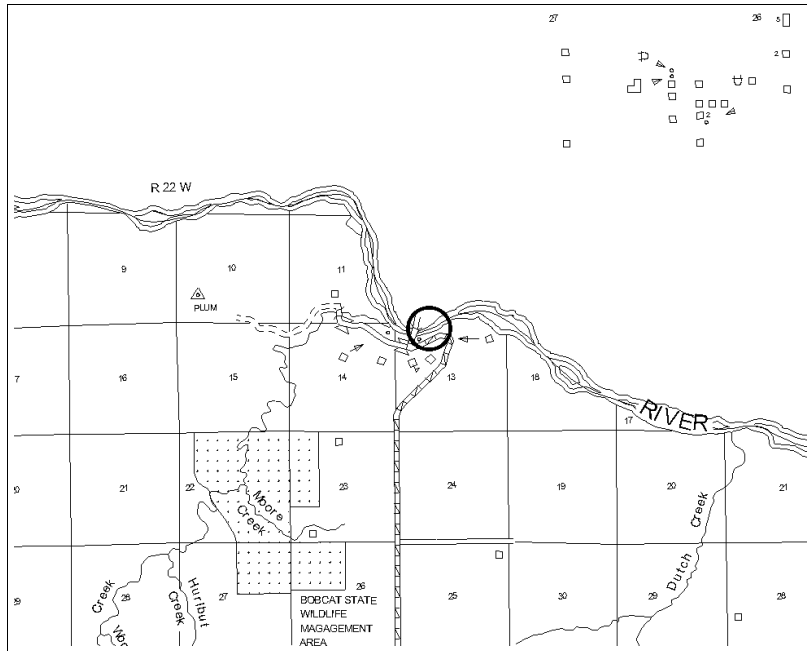
2002

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion A: determined eligible in Historic Highway Survey.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel pile and caps (3 piers and 2 abut supports). Bridge crosses a designated Wild and Scenic River. Timber and sheet piling abuts. Included in 1991 Nebraska Historic Bridge Inventory. Known as the Meadville Bridge and Niobrara River Bridge.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001040250	NeHBS NUMBER: BF00-298	YEAR BUILT: 1953
LOCATION: 1N REVENNA, 0.1W N68	FEATURE CARRIED: COUNTY LINE ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Buffalo	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,543,941.32	EASTING: 507,423.70	TOWNSHIP: 12	RANGE: 14	DIRECTION W	SECTION: 04
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 29	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 27	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.2	MAIN SPAN DETAILS: Steel I-beam. 14rolled I-beams. I-beams stamped with "Lackawanna." Concrete deck poured on steel lath. Gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

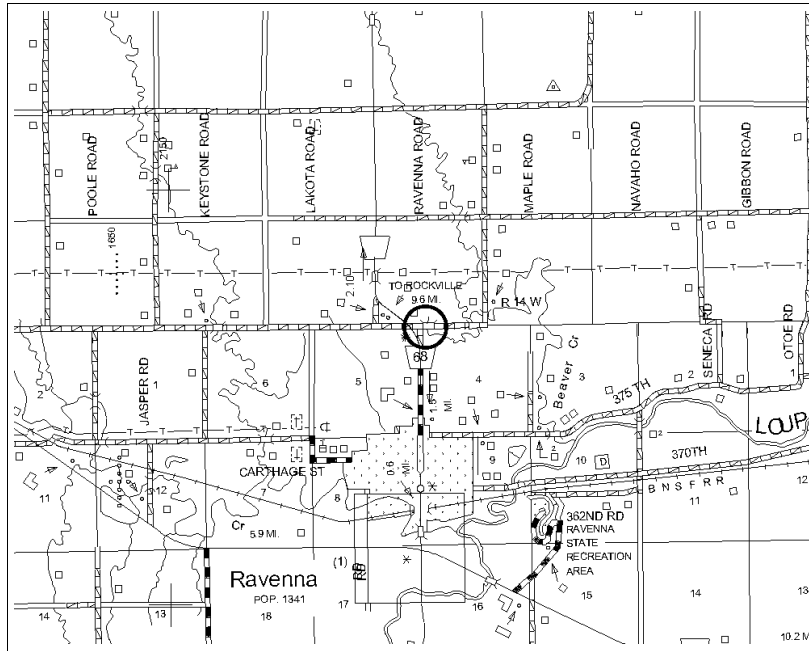
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. North railing appears to be original with two horizontal metal members. South railing replaced with similar metal single rail.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S044 05113	NeHBS NUMBER:	BF05-658	YEAR BUILT:	1960
LOCATION:	IN KEARNEY	FEATURE CARRIED:	HIGHWAY N44	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	Buffalo	FEATURE CROSSED:	SOUTH RR STREET/ UPRR 816-983-N

UTM ZONE:	14	NORTHING:	4,504,903.41	EASTING:	492,959.36	TOWNSHIP:	08	RANGE:	16	DIRECTION	W	SECTION:	01
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	639	BRIDGE TYPE:	Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	78		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	52	NUMBER OF MAIN SPANS:	9	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	64.5	MAIN SPAN DETAILS:	Deck steel-plate-girder viaduct. Continuous, with vertical curve, eight lines of welded plate-girders with K-bracing. Concrete deck and curb. Welded beams are within depth available for rolled beams, but custom-designed for greater capacity than available rolled beams--dimensions for web and flange plates change across spans.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:	Henningson, Durham & Richardson, Inc., Omaha Also has name of NDOR				
TYPE OF DEVELOPMENT:	City (areas of urban development)	ALTERATIONS:	Repaired girder seat & deck	DATE OF ALTERATION (IF KNOWN):	1994
SURROUNDING LAND USE:	Industrial		Change in railing/parapet		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

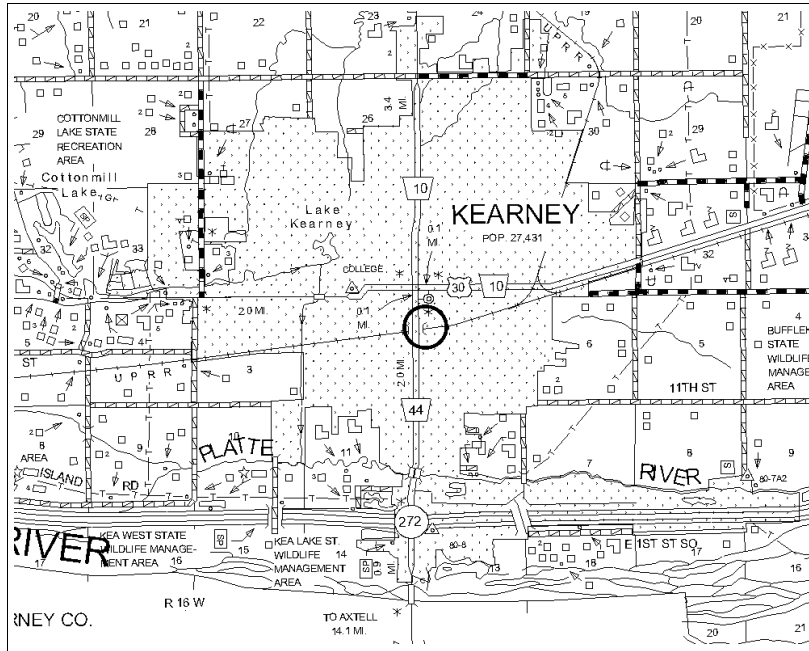
REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion A: Example of common post-World War II bridge type adapted for urban setting.

Criterion C: A viaduct featuring innovative use of welding to fabricate a series of built-up girders of varying plate sizes to accommodate site constraints.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Designed and built with electrical installation and light standards. Concrete abutments. Open concrete piles. Bolts in concrete on west side indicate metal railing removed. Original metal railing remains on east side. Concrete barrier on both sides of roadway. Bridge S044 05113, an urban viaduct, is recommended as eligible for the National Register under Criterion C. It represents an innovative use of welding to create a built-up girder that has adequate load-carrying capacity, but is shallow enough to conform to under-deck clearance requirements and bridge height and length constraints. With a 26-inch web, the all-welded, built-up girders are within the general size range for rolled beams, but are fabricated to specifications apparently not available in rolled beams. With the exception of a replaced railing, the bridge retains full engineering design integrity, which conforms to its urban setting. This bridge is recommended eligible under Criterion A for its association with community and urban planning as an urban viaduct.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S080 28726	NeHBS NUMBER:	BF00-299	YEAR BUILT:	1963
LOCATION:	1N 124TH ROAD	FEATURE CARRIED:	RANGE ROAD	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	Buffalo	FEATURE CROSSED:	I-80

UTM ZONE:	14	NORTHING:	4,506,581.28	EASTING:	515,485.97	TOWNSHIP:	09	RANGE:	13	DIRECTION	W	SECTION:	32
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	248	BRIDGE TYPE:	Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	73		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	20.4	NUMBER OF MAIN SPANS:	4	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	25.3	MAIN SPAN DETAILS:	Steel I-beam. Continuous, skewed, with 3 rolled I-beams with bent plate diaphragms. Concrete deck with curbs. Curved concrete end posts.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				Capacity 20 tons, I-80-6(12)-3, 1961.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:	NDOR: A.H. Dederman, State Bridge Engineer				

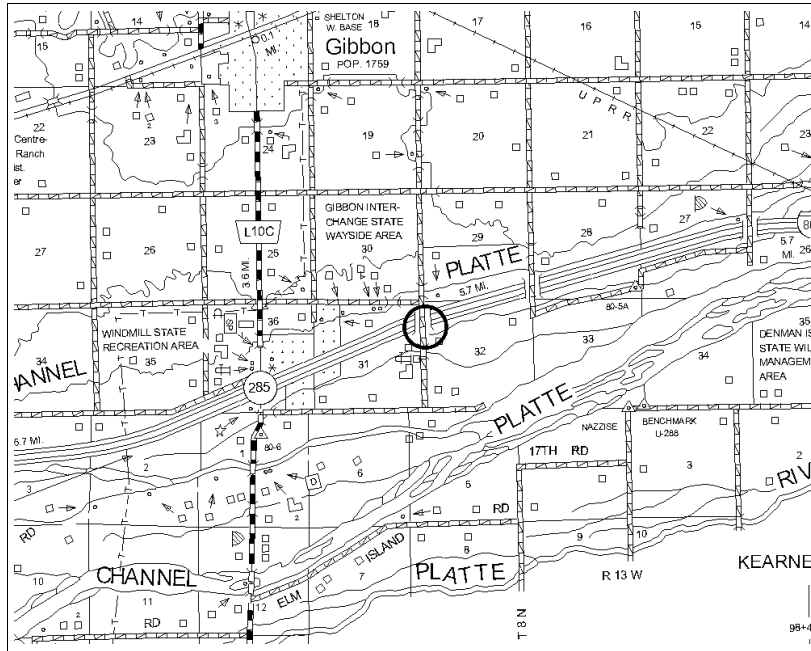
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open concrete piles on skew. Ornamental handrail Type-A, Plan 1753-C on plans is extant. 17' 28" skew. No welding shown on plans.

SOURCES:

Bridge plans dated 1961 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 28830	NeHBS NUMBER: BF00-300	YEAR BUILT: 1963
LOCATION: 3W SHELTON INTERCHANGE	FEATURE CARRIED: SODTOWN ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Buffalo	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,507,140.02	EASTING: 517,174.07	TOWNSHIP: 09	RANGE: 13	DIRECTION W	SECTION: 28
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 245	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 72	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.4	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 25.3	MAIN SPAN DETAILS: Steel I-beam. Continuous, skewed, 3 rolled I-beams with bent plate diaphragms. Concrete deck with curbs. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, I-80-6(12)-4, 1961.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

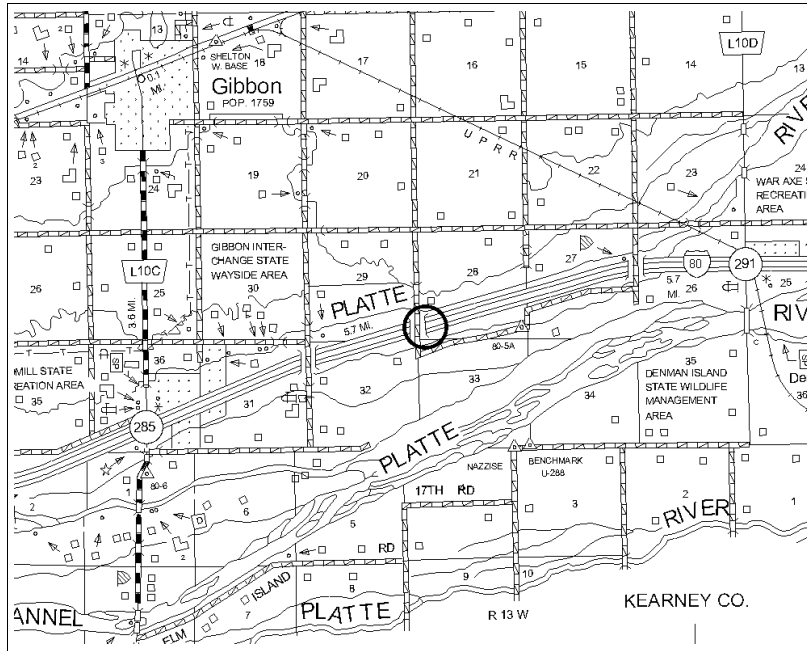
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Skewed open concrete piers. Ornamental handrail Type-A, Plan 1753-C on plans is extant. No welding shown in plans.

SOURCES:

Bridge plans dated 1961 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 29038	NeHBS NUMBER: BF00-301	YEAR BUILT: 1963
LOCATION: 1W SHELTON INTERCHANGE	FEATURE CARRIED: WILLOW ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Buffalo	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,507,888.29	EASTING: 520,409.83	TOWNSHIP: 09	RANGE: 13	DIRECTION W	SECTION: 26
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 239	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.3	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 25.2	MAIN SPAN DETAILS: Steel I-beam. Continuous, skewed, with 3 rolled beams with bent plate diaphragms. Concrete curb and deck. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, I-80-6(12)-5, 1961.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

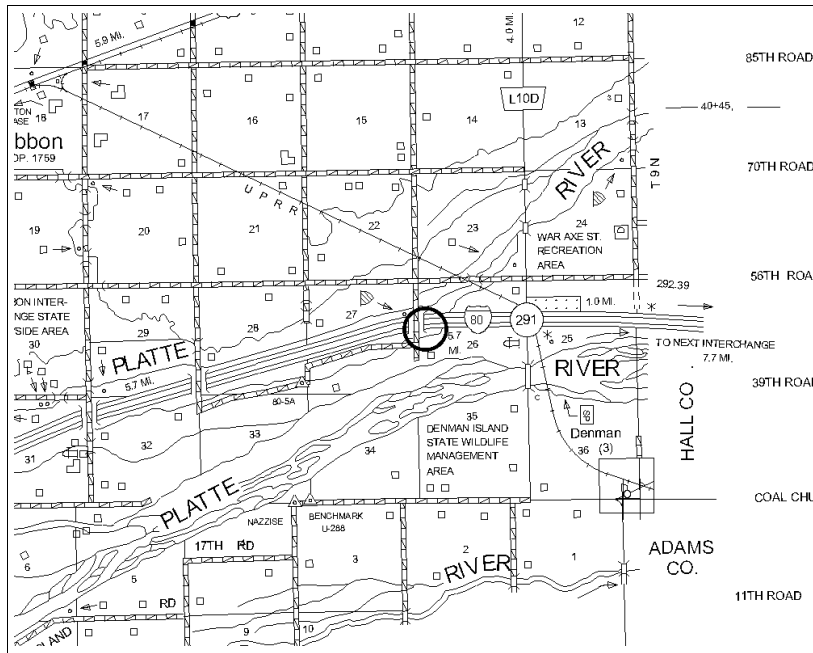
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments, open concrete piers. Ornamental handrail Type-A, Plan 1753-C on plans. 7+ degree skew. No welding shown on plans.

SOURCES:

Bridge plans dated 1961 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001102420	NeHBS NUMBER: BT00-094	YEAR BUILT: 1961
LOCATION: 3.5S .7W OF LYONS	FEATURE CARRIED: COUNTY ROAD O	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Burt	FEATURE CROSSED: LOGAN CREEK	

UTM ZONE: 14	NORTHING: 4,640,243.69	EASTING: 708,386.34	TOWNSHIP: 22	RANGE: 08	DIRECTION: E	SECTION: 14
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STATUS: Extant - in service	OWNER: County Highway Agency	
STRUCTURE LENGTH (FT): 201	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 100	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 19.2	MAIN SPAN DETAILS: Pratt pony truss. 11 steel stringers and 4 floor beams. No decorative treatment on truss. Concrete deck.	APPROACH SPAN DETAILS: 11 I-beams. Concrete deck.

TRUSS CONNECTION: Bolted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

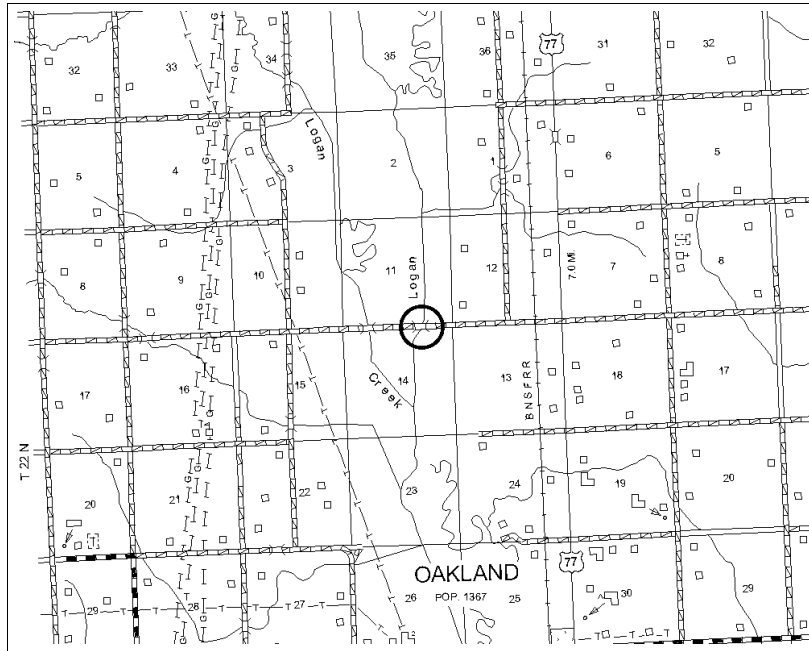
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 open steel piles. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001103020	NeHBS NUMBER: BT00-095	YEAR BUILT: 1963
LOCATION: .9W OF OAKLAND	FEATURE CARRIED: WEST NINTH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Burt	FEATURE CROSSED: LOGAN CREEK	

UTM ZONE: 14	NORTHING: 4,635,448.18	EASTING: 709,080.67	TOWNSHIP: 22	RANGE: 08	DIRECTION E	SECTION: 25
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 169	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 100	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.4	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 20.4	MAIN SPAN DETAILS: Pratt pony truss. 13 I-beams and 4 floor beams. Combination of bolted and riveted connections. X-lacing on main members. Timber deck.	APPROACH SPAN DETAILS: 10 I-beams. West approach has ornamental cross-lattice railing. East approach has metal beam. Timber deck.

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

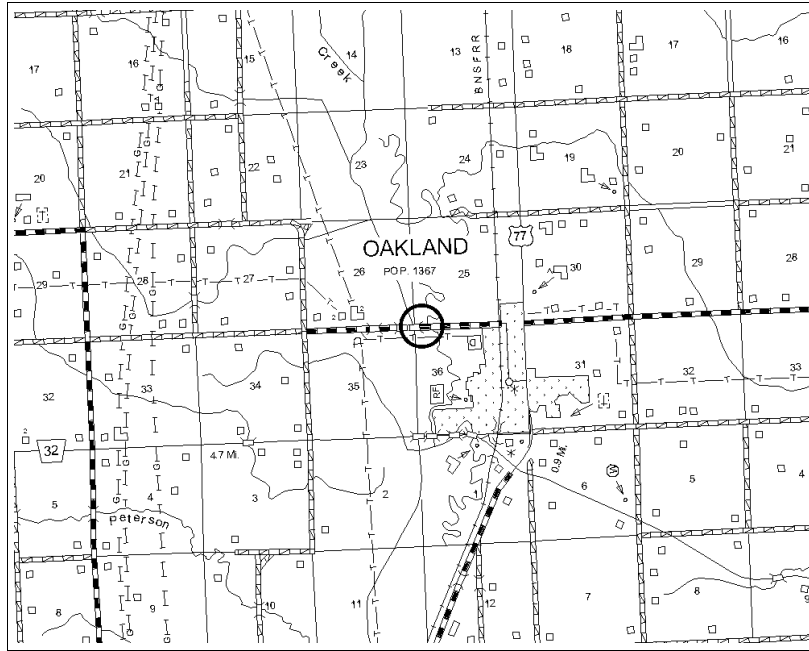
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

1 open steel pile. Appears that railing on the east approach has been altered. Triangular bracing along outer stringers on south side of truss indicates a railing alteration.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001103105P	NeHBS NUMBER: BT00-096	YEAR BUILT: 1962
LOCATION: 1.5W TEKAMAH	FEATURE CARRIED: COUNTY ROAD 32	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Burt	FEATURE CROSSED: TEKAMAH CREEK	

UTM ZONE: 14	NORTHING: 4,627,499.04	EASTING: 727,757.31	TOWNSHIP: 21	RANGE: 10	DIRECTION: E	SECTION: 26
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 71	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.8	MAIN SPAN DETAILS: Warren pony truss. Multiple stringers and 3 floor beams. Connections are riveted and bolted on upper chord. V-lacing on main members. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

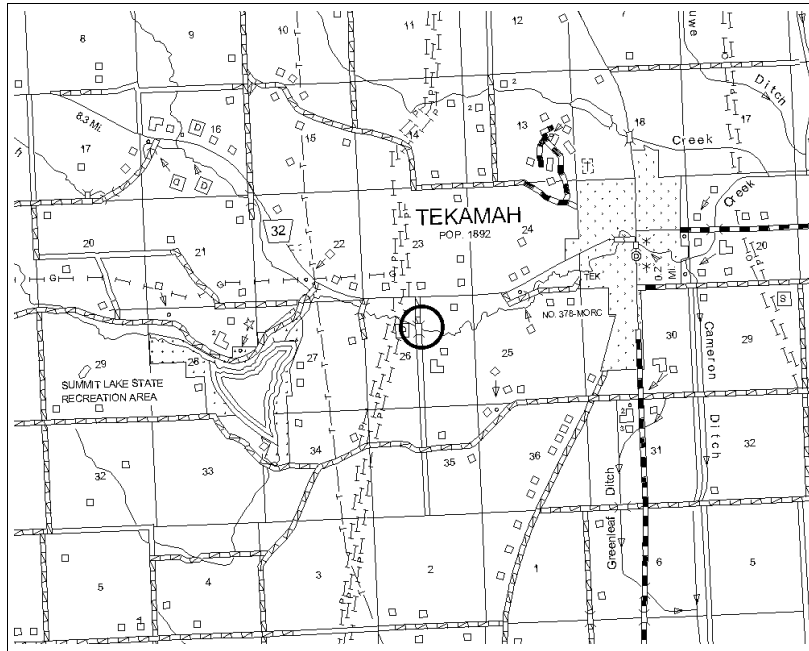
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001103810	NeHBS NUMBER: BT00-097	YEAR BUILT: 1962
LOCATION: 3S 2.8W OAKLAND	FEATURE CARRIED: COUNTY ROAD H	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Burt	FEATURE CROSSED: LOGAN CREEK	

UTM ZONE: 14	NORTHING: 4,628,922.53	EASTING: 707,608.50	TOWNSHIP: 21	RANGE: 08	DIRECTION: E	SECTION: 23
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 222	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 100	Girder and floorbeam system	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, skewed, with two lines of welded plate-girders and floor-beam system. Concrete deck with bituminous surface. Concrete curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Altered substructure	DATE OF ALTERATION (IF KNOWN): 1985
SURROUNDING LAND USE: Agricultural		

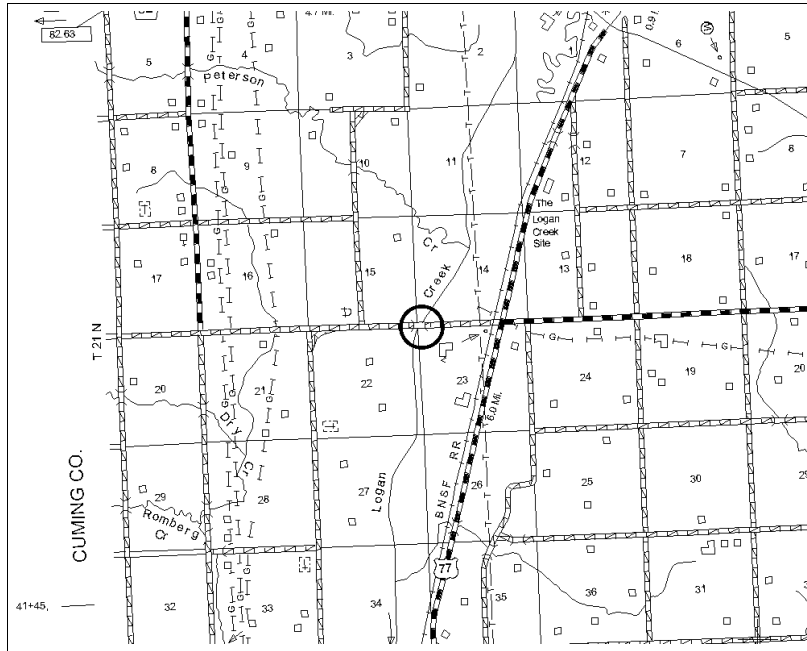
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Loss of integrity with addition of pier at mid-point of main span.

Undistinguished example with no evidence of special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Bridge was originally three spans of 61'-100'-61'. This arrangement is visible in an early inspection photo. At some point a pier was added at the midpoint of the center 100-ft. span, appearing to create two 50-ft. "spans," probably in 1985 when inspection records indicate an expenditure of \$18,000 for repairs. Bridge now appears to have four spans because of added pier. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001111435	NeHBS NUMBER: BT00-098	YEAR BUILT: 1959
LOCATION: 2W 2.7S DECATUR	FEATURE CARRIED: COUNTY ROAD T	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Burt	FEATURE CROSSED: ELM CREEK	

UTM ZONE: 14	NORTHING: 4,648,870.20	EASTING: 724,032.71	TOWNSHIP: 23	RANGE: 10	DIRECTION E	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 132	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 80	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Pratt pony truss. Welded connections. Bolts where welded truss sections are connected. 13 steel stringers and 4 floor beams. Timber deck.	APPROACH SPAN DETAILS: 11 I-beams. East approach has guardrail. West approach has metal railing. Timber deck.

TRUSS CONNECTION: Welded
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Added reinforcing members at abutment

Added main members

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

2 - Eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Eligible

NATIONAL REGISTER DETERMINATION DATE:

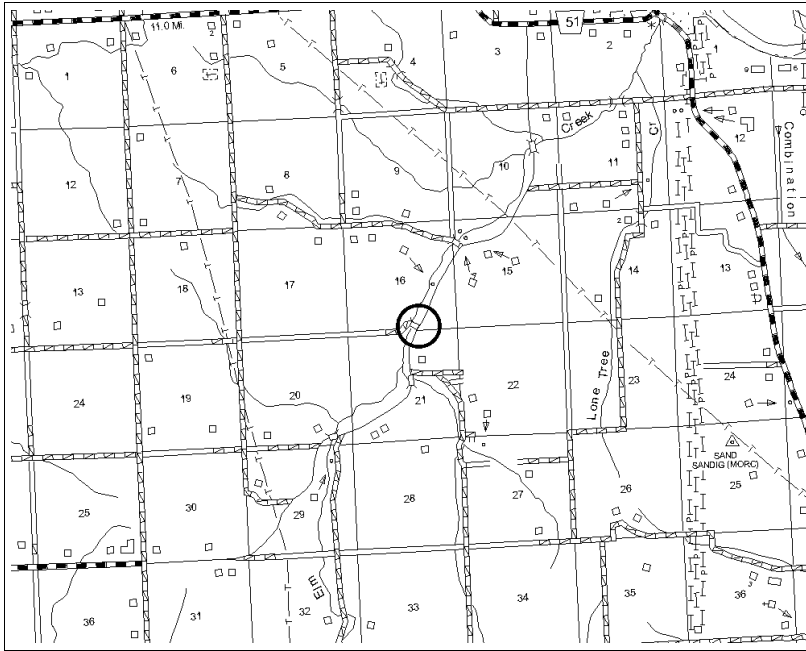
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: All-welded truss fabrication represents a rare Nebraska example of an innovative technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 open steel piles. Steel reinforcing members added to underside of east approach at the abutment. One middle steel stringer is paired with a timber stringer on the main span. This bridge has welded connections instead of pinned or riveted connections. Each truss of the bridge was fabricated off-site in two all-welded halves using rolled beams. The halves were transported to the site and bolted together during the erection process. While all-welded bridge fabrication was employed nationally beginning in the 1930s and 1940s, it was rarely used in Nebraska and then usually for built-up girder bridges. Welded connections required a testing technology to assure safe and secure welds, and bridge welding was beyond the capability of general welding shops. This one of two all-welded truss bridges identified in Nebraska. In addition to representing an innovative technology, it also points to the existence of a local or regional fabricator with the sophisticated arc-welding capability necessary for safe bridge work. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001123405	NeHBS NUMBER: BT00-099	YEAR BUILT: 1960
LOCATION: .8W 1.5N CRAIG	FEATURE CARRIED: COUNTY ROAD J	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Burt	FEATURE CROSSED: BELL CREEK	

UTM ZONE: 14	NORTHING: 4,632,550.58	EASTING: 717,479.60	TOWNSHIP: 21	RANGE: 09	DIRECTION: E	SECTION: 02
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 61	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.8	MAIN SPAN DETAILS: Pratt pony truss. 13 steel stringers and 3 floor beams. Cross bracing. Welded connections. Bolts where welded truss sections are connected. Gusset plates on outside of chords. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Welded	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

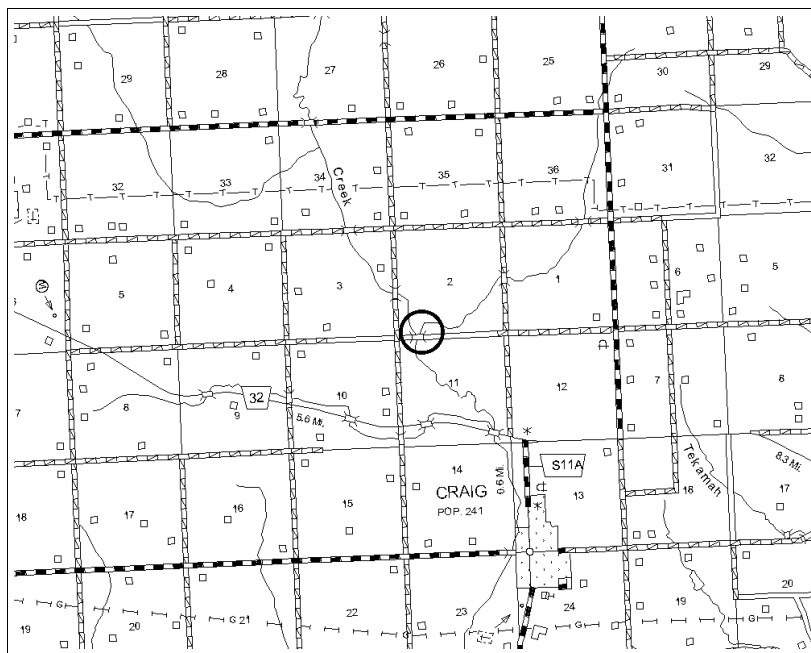
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: All-welded truss fabrication represents a rare Nebraska example of an innovative technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

This bridge has welded connections instead of pinned or riveted connections. Each truss of the bridge was fabricated off-site in two all-welded halves using rolled beams. The halves were transported to the site and bolted together during the erection process. While all-welded bridge fabrication was employed nationally beginning in the 1930s and 1940s, it was rarely used in Nebraska and then usually for built-up girder bridges. Welded connections required a testing technology to assure safe and secure welds, and bridge welding was beyond the capability of general welding shops. This one of two all-welded truss bridges identified in Nebraska. In addition to representing an innovative technology, it also points to the existence of a local or regional fabricator with the sophisticated arc-welding capability necessary for safe bridge work. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001225215	NeHBS NUMBER: BU00-130	YEAR BUILT: 1935
LOCATION: .3N 3.8E DWIGHT	FEATURE CARRIED: COUNTY ROAD 24	YEAR RECONSTRUCTED: 1954
DISTRICT: 1 COUNTY: Butler	FEATURE CROSSED: OAK CREEK	

UTM ZONE: 14	NORTHING: 4,550,776.20	EASTING: 672,318.50	TOWNSHIP: 13	RANGE: 04	DIRECTION: E	SECTION: 15
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 24	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 23	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. 11 rolled I-beams with pipe separators. Timber deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

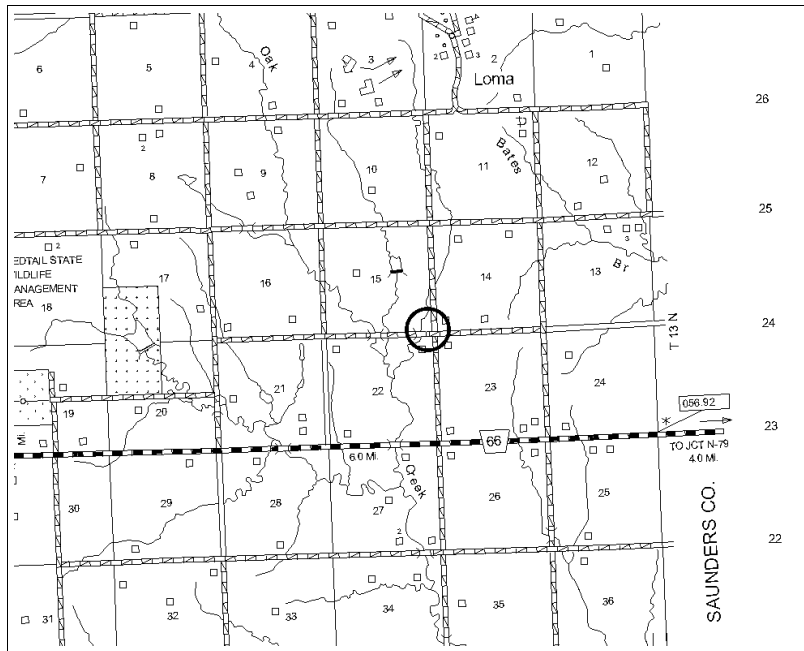
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C001300320	NeHBS NUMBER:	CC00-349	YEAR BUILT:	1953
LOCATION:	2.2S OF GREENWOOD	FEATURE CARRIED:	COUNTY ROAD 202ND STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Cass	FEATURE CROSSED:	DEER CREEK

UTM ZONE:	14	NORTHING:	4,533,759.80	EASTING:	715,127.64	TOWNSHIP:	11	RANGE:	09	DIRECTION	E	SECTION:	17
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	55	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	53		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	28.2	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	28.4	MAIN SPAN DETAILS:	Steel I-beam. 6 rolled I-beams with bent plate diaphragms. Each individual member is composed of two beam sections spliced together with plates and bolts. Corrugated steel deck with concrete overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

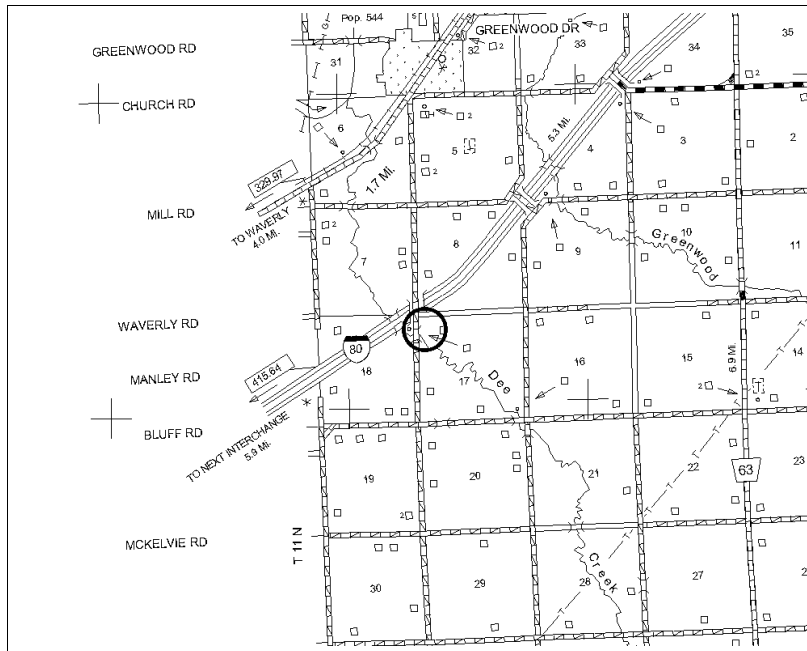
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP

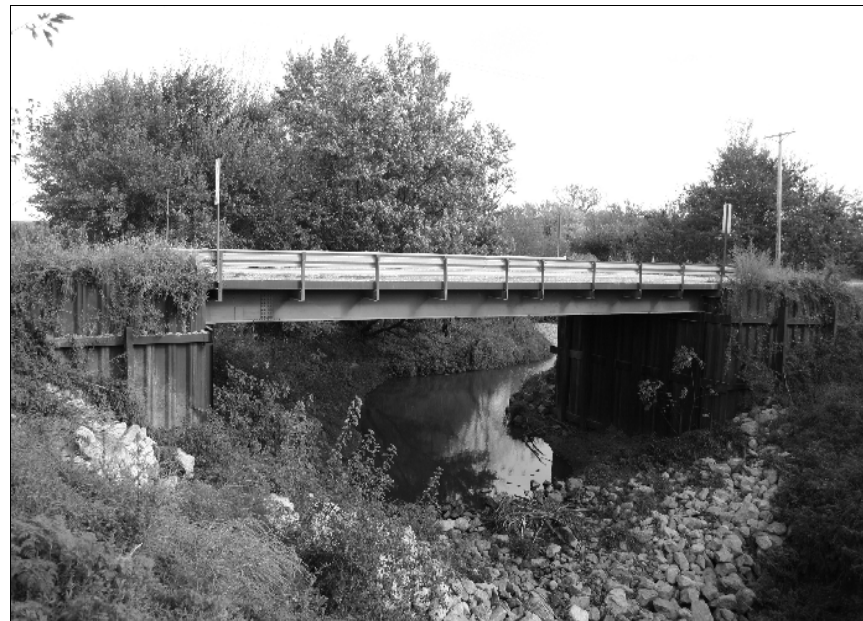


ADDITIONAL INFORMATION:

Steel sheet pile abutments and wing walls. Steel piles. Metal guardrail serves as the railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001300505P	NeHBS NUMBER:	YEAR BUILT: 1953
LOCATION: 1E 1.5N OF GREENWOOD	FEATURE CARRIED: COUNTY HIGHWAY	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Cass	FEATURE CROSSED: GREENWOOD CREEK	

UTM ZONE: 14	NORTHING: 4,540,306.34	EASTING: 717,321.93	TOWNSHIP: 12	RANGE: 09	DIRECTION E	SECTION: 28
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STATUS: Nonextant	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 30	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 29	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16.2	MAIN SPAN DETAILS: Warren pony truss.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:		None.
SUBSTRUCTURE:		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
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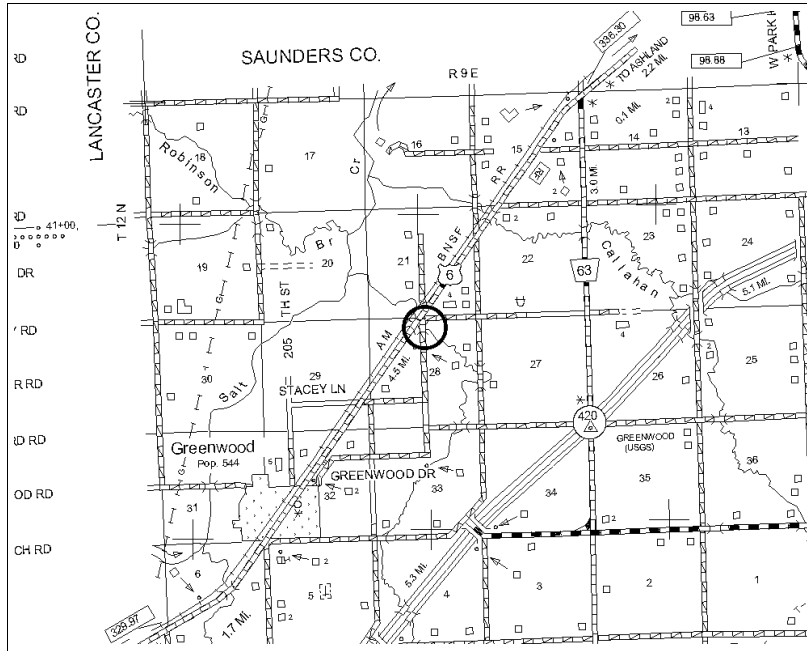
SURROUNDING LAND USE:

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
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REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Removed c.2002-2003.

SOURCES:

PHOTOGRAPHS

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C001301305	NeHBS NUMBER:	CC00-350	YEAR BUILT:	1953
LOCATION:	1.5E .7S OF ALVO	FEATURE CARRIED:	COUNTY ROAD SOUTH 262ND STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Cass	FEATURE CROSSED:	NORTH BRANCH WEEPING WATER CREEK

UTM ZONE:	14	NORTHING:	4,526,592.07	EASTING:	723,211.07	TOWNSHIP:	10	RANGE:	09	DIRECTION	E	SECTION:	01
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	28	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	27		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	15.8	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	16	MAIN SPAN DETAILS:	Steel I-beam. Multiple rolled I-beams welded to channel separator. Corrugated steel deck with gravel overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

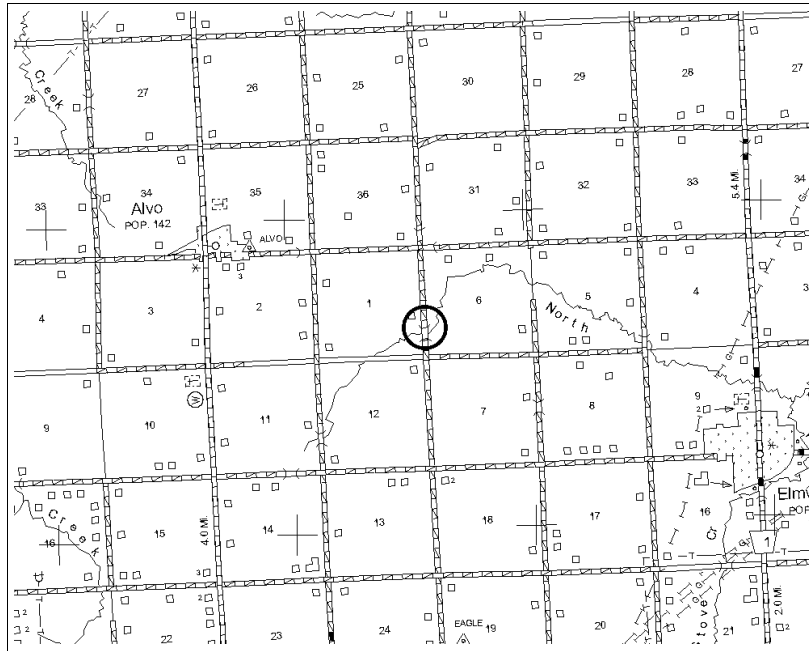
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001301325	NeHBS NUMBER: CC00-351	YEAR BUILT: 1953
LOCATION: 4.5E .2S OF GREENWOOD	FEATURE CARRIED: COUNTY ROAD 262ND STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Cass	FEATURE CROSSED: CALLAHAN CREEK	

UTM ZONE: 14	NORTHING: 4,537,328.76	EASTING: 723,026.29	TOWNSHIP: 11	RANGE: 10	DIRECTION E	SECTION: 06
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 61	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.9	MAIN SPAN DETAILS: Pratt pony truss. 11 floor beams. V-lacing on top chord. Predominantly riveted connections but some bolts on the top chord-end post connection plate. Corrugated metal deck with dirt and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

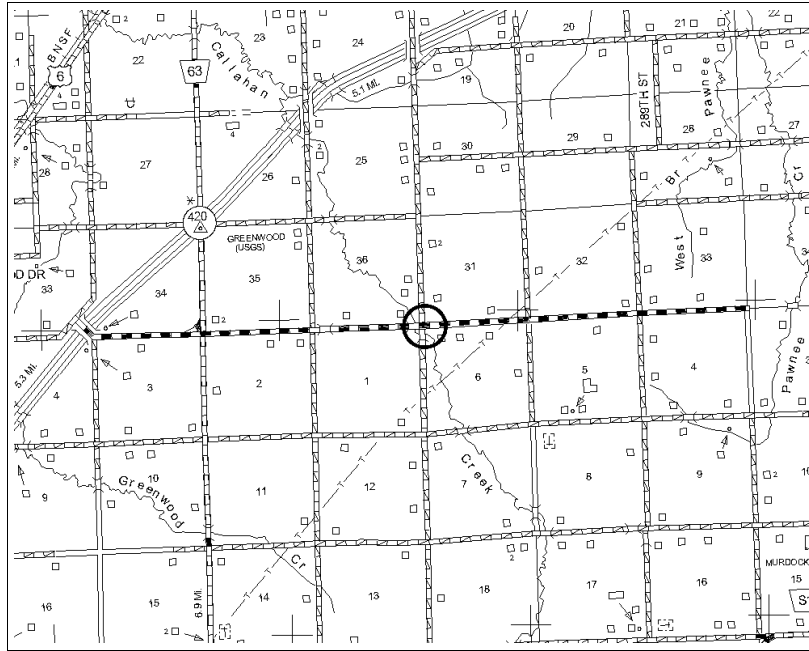
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001301620	NeHBS NUMBER: CC00-352	YEAR BUILT: 1955
LOCATION: JCT I-80/HIGHWAY N63 1S 7.2E	FEATURE CARRIED: CHURCH ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Cass	FEATURE CROSSED: FOUNTAIN CREEK	

UTM ZONE: 14	NORTHING: 4,537,584.53	EASTING: 731,302.97	TOWNSHIP: 11	RANGE: 10	DIRECTION: E	SECTION: 01
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 46	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 45	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.2	MAIN SPAN DETAILS: Steel I-beam. Skewed, with 4 rolled I-beams with bent plate separators. Concrete deck with parapets and asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:

RAILING: Concrete

SUBSTRUCTURE: Steel

ENGINEER / DESIGNER:

Jizba & Jizba Civil Engineers, Omaha

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

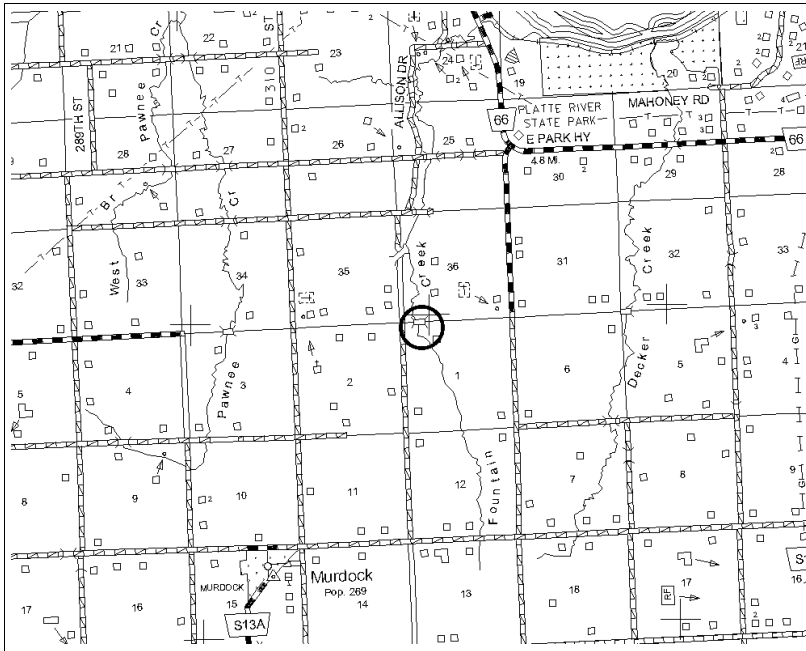
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

Date on plan sheets not legible.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001302305P	NeHBS NUMBER: CC00-353	YEAR BUILT: 1953
LOCATION: 1.6S OF SOUTH BEND	FEATURE CARRIED: KISER ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Cass	FEATURE CROSSED: FOUNTAIN CREEK	

UTM ZONE: 14	NORTHING: 4,539,990.05	EASTING: 731,227.26	TOWNSHIP: 12	RANGE: 10	DIRECTION: E	SECTION: 25
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 34	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 33	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 15.7	MAIN SPAN DETAILS: Steel I-beam. Multiple rolled I-beams. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

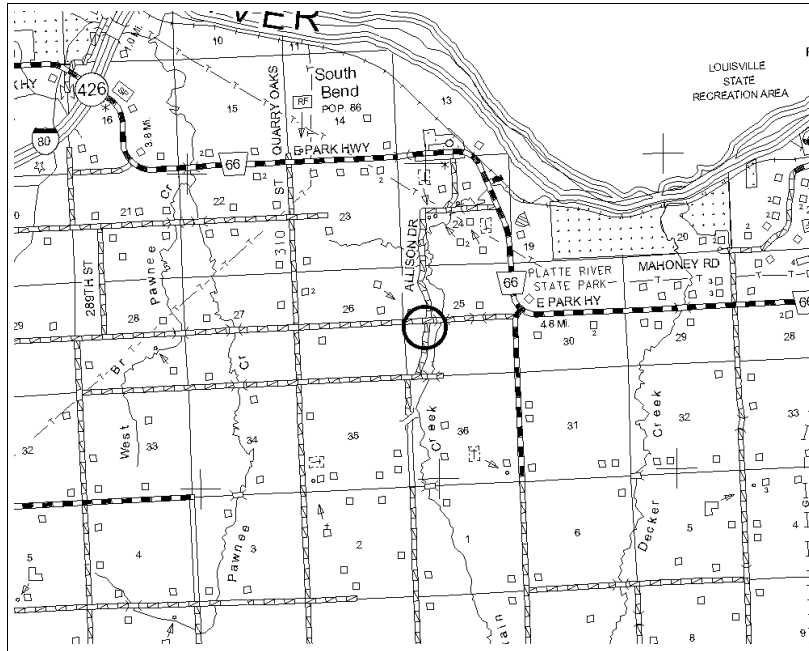
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel sheet pile abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C001304505	NeHBS NUMBER:	CC00-354	YEAR BUILT:	1915
LOCATION:	.6N 2.5W OF NEHAWKA	FEATURE CARRIED:	SOUTH 84TH STREET	YEAR RECONSTRUCTED:	1953
DISTRICT:	1	COUNTY:	Cass	FEATURE CROSSED:	NORTH BRANCH WEEPING WATER CREEK

UTM ZONE:	14	NORTHING:	4,525,569.18	EASTING:	749,123.72	TOWNSHIP:	10	RANGE:	12	DIRECTION	E	SECTION:	11
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	122	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	120		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	15.7	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	15.7	MAIN SPAN DETAILS:	Pratt overhead truss. 9 I-beams and 6 floor beams. Main connections are pinned. V-lacing on main members with rivets. Timber deck.		

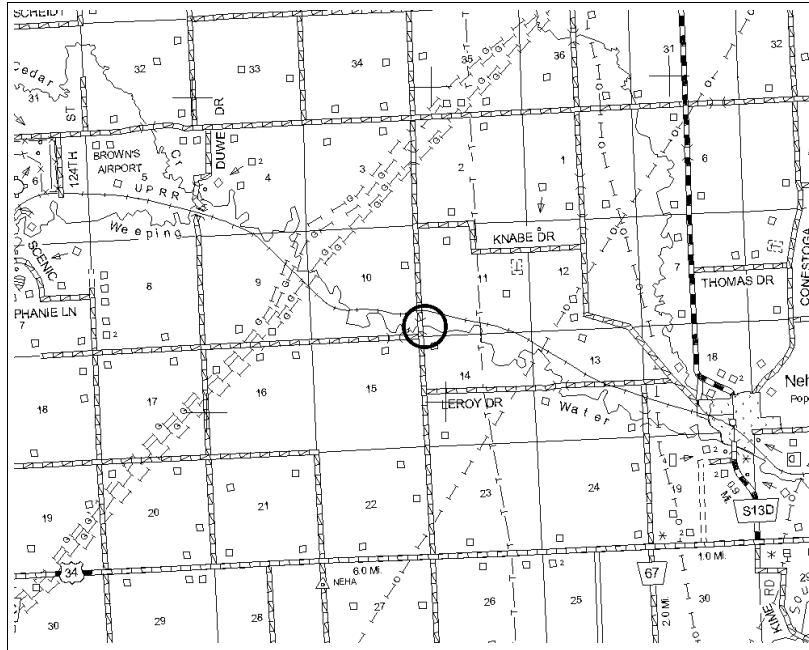
TRUSS CONNECTION:	Pinned	ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)					
SURROUNDING LAND USE:					
Agricultural					

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C001304730	NeHBS NUMBER:	CC00-355	YEAR BUILT:	1955
LOCATION:	JCT HIGHWAY N66/S-13H 3.5E 2.6N	FEATURE CARRIED:	COUNTY ROAD 72ND STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	2	COUNTY:	Cass	FEATURE CROSSED:	STREAM

UTM ZONE:	14	NORTHING:	4,547,462.18	EASTING:	750,066.42	TOWNSHIP:	12	RANGE:	12	DIRECTION	E	SECTION:	01
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	51	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	50		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	19.2	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	19.8	MAIN SPAN DETAILS:	Steel I beam. 4 rolled I-beams with bent plate diaphragms. Corrugated steel deck with concrete overlay.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

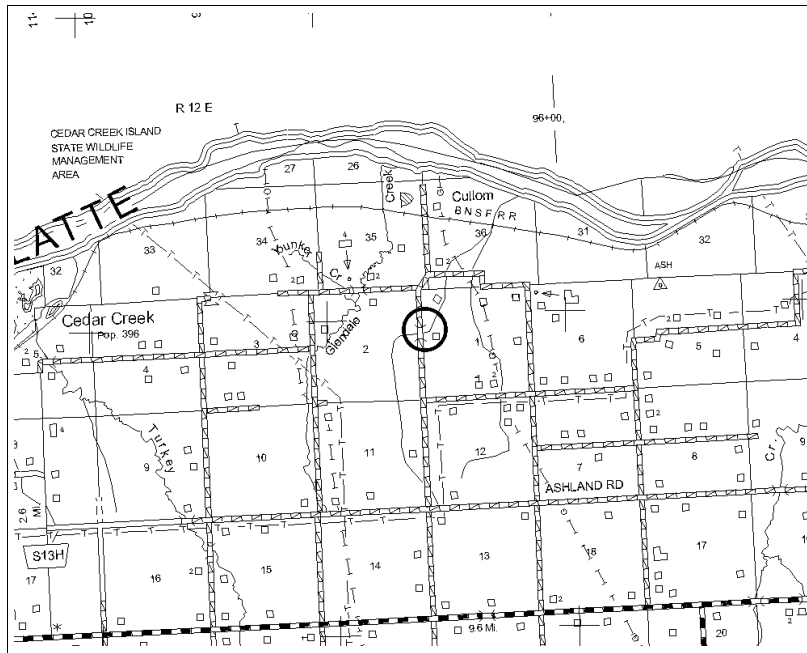
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)		Altered substructure		
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments with steel wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001306320	NeHBS NUMBER: CC00-356	YEAR BUILT: 1953
LOCATION: 2.5E 3.1S OF MURRAY	FEATURE CARRIED: COUNTY ROAD 24TH AVENUE, SOUTH OF SPLITT DRIVE	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Cass	FEATURE CROSSED: RAKES CREEK	
UTM ZONE: 14 NORTHING: 4,529,032.91 EASTING: 763,492.49	TOWNSHIP: 10 RANGE: 14 DIRECTION: E	SECTION: 06

STATUS: Extant - in service	OWNER: County Highway Agency	
STRUCTURE LENGTH (FT): 30	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 19	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 17.7	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 18	MAIN SPAN DETAILS: Steel I-beam. 9 rolled I-beams welded to transverse steel channel separator. Corrugated steel deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

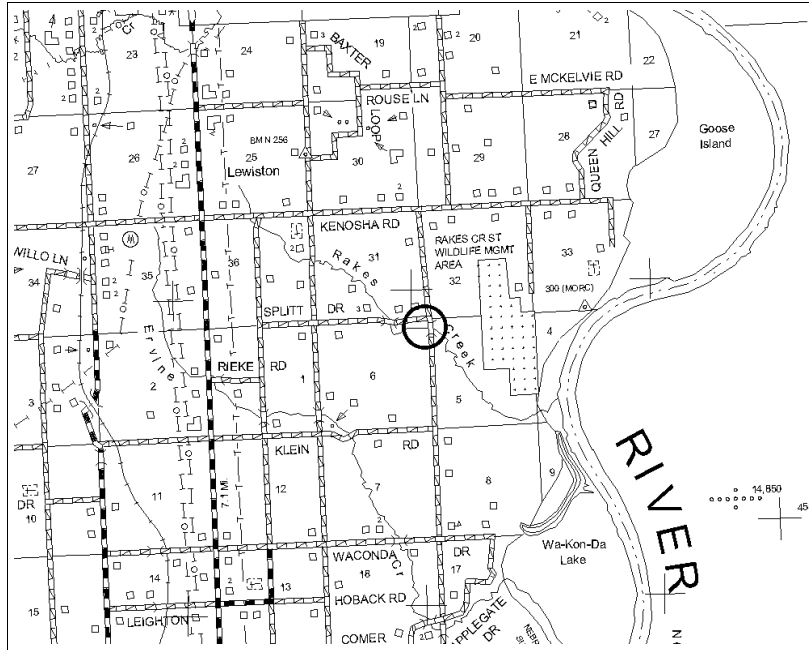
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber wing walls. Open steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001321845	NeHBS NUMBER: CC00-357	YEAR BUILT: 1953
LOCATION: 1.5N .5E OF MANLEY	FEATURE CARRIED: MILL ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Cass	FEATURE CROSSED: MILL CREEK	

UTM ZONE: 14	NORTHING: 4,536,360.06	EASTING: 739,347.39	TOWNSHIP: 11	RANGE: 11	DIRECTION E	SECTION: 11
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 40	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 23	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.9	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16.2	MAIN SPAN DETAILS: Steel I-beam. 8 rolled I-beam welded to steel channel separators. Corrugated metal deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

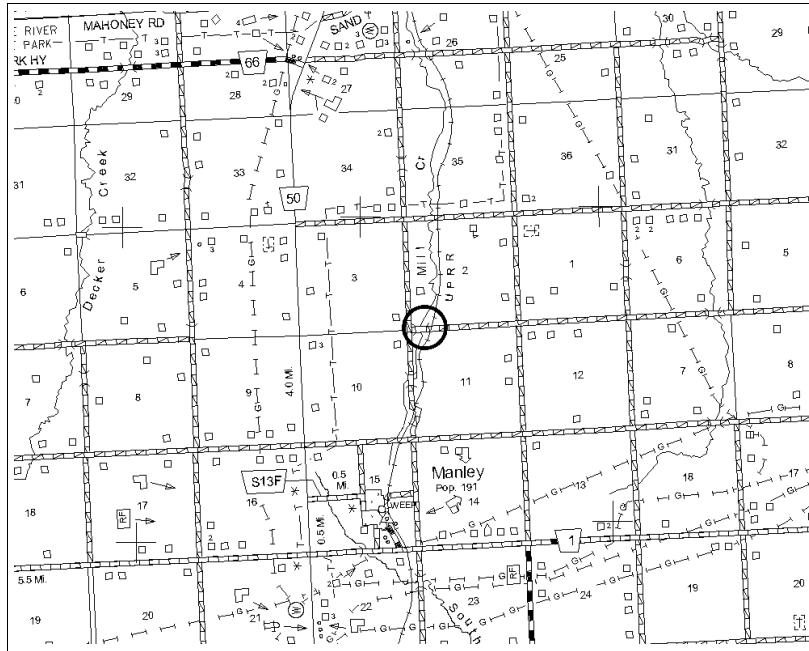
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP

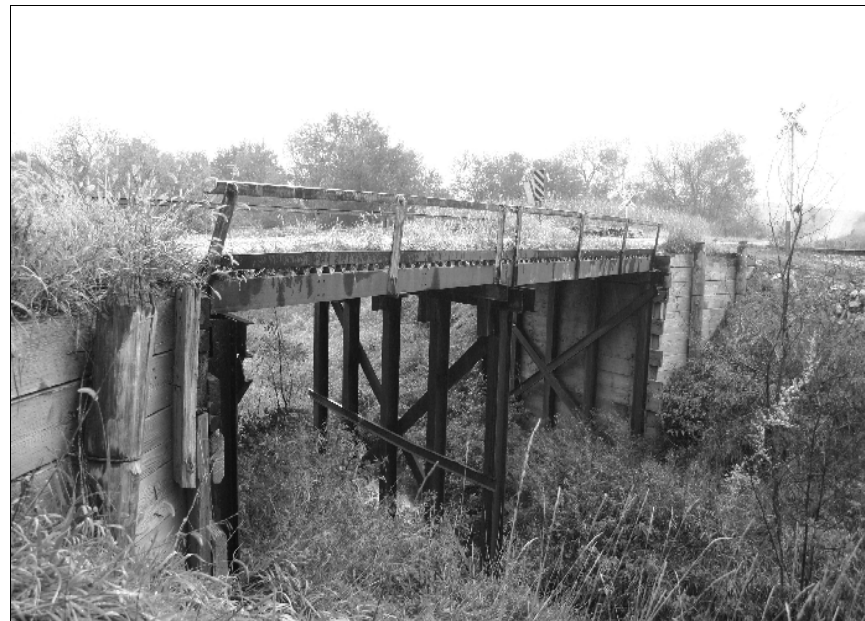


ADDITIONAL INFORMATION:

Timber wing walls. Steel open piles. Original railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: M259513505 **NeHBS NUMBER:** CC19-099 **YEAR BUILT:** 1952
LOCATION: IN WEEPING WATER, EAST ST AT M ST **FEATURE CARRIED:** EAST STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Cass **FEATURE CROSSED:** NORTH BRANCH WEEPING WATER CREEK

UTM ZONE: 14 **NORTHING:** 4,528,078.79 **EASTING:** 741,022.97 **TOWNSHIP:** 10 **RANGE:** 11 **DIRECTION:** E **SECTION:** 01

STATUS: Extant - in service **OWNER:** City or Municipal Highway Agency

STRUCTURE LENGTH (FT): 141 **BRIDGE TYPE:** Concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 60 Slab
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25.1 **NUMBER OF MAIN SPANS:** 3 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 34.2 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Continuous slab. Variable depth. Concrete deck with asphalt overlay.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal Ornamental rail/parapet S 488(1)-1, 1952.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

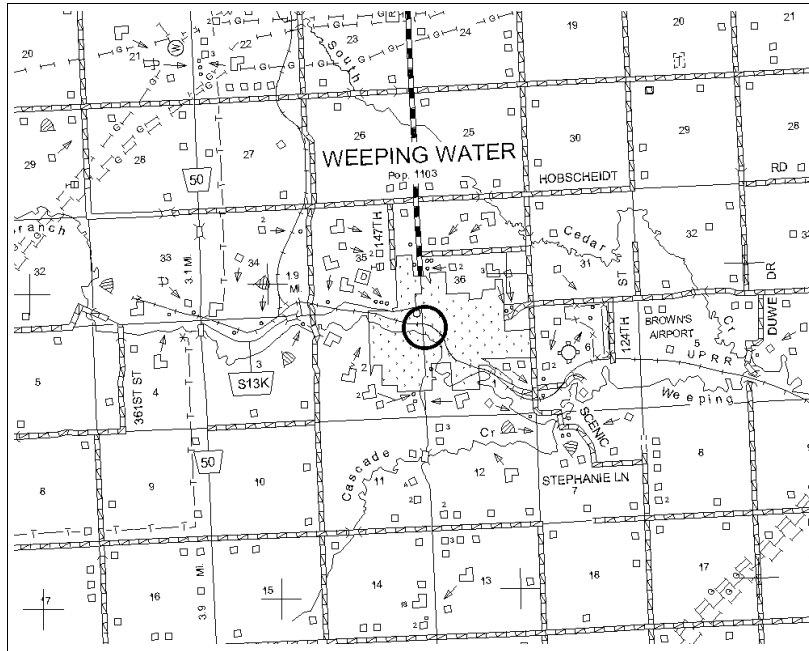
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Town (small communities)
SURROUNDING LAND USE:
Commercial

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
5 - Not eligible for the NRHP Not eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Sidewalk along east side only. Original ornamental metal railing curved at ends.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S034 37299	NeHBS NUMBER:	CC00-358	YEAR BUILT:	1959
LOCATION:	6N UNION CORNER	FEATURE CARRIED:	US HIGHWAY 34/US HIGHWAY 75	YEAR RECONSTRUCTED:	1983
DISTRICT:	2	COUNTY:	Cass	FEATURE CROSSED:	ROCK CREEK

UTM ZONE:	14	NORTHING:	4,532,989.29	EASTING:	760,117.74	TOWNSHIP:	11	RANGE:	13	DIRECTION	E	SECTION:	23
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	66	BRIDGE TYPE:	Prestressed concrete	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	65		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	40	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	42.5	MAIN SPAN DETAILS:	8 concrete girders.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Concrete				1983 on bridge plate.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

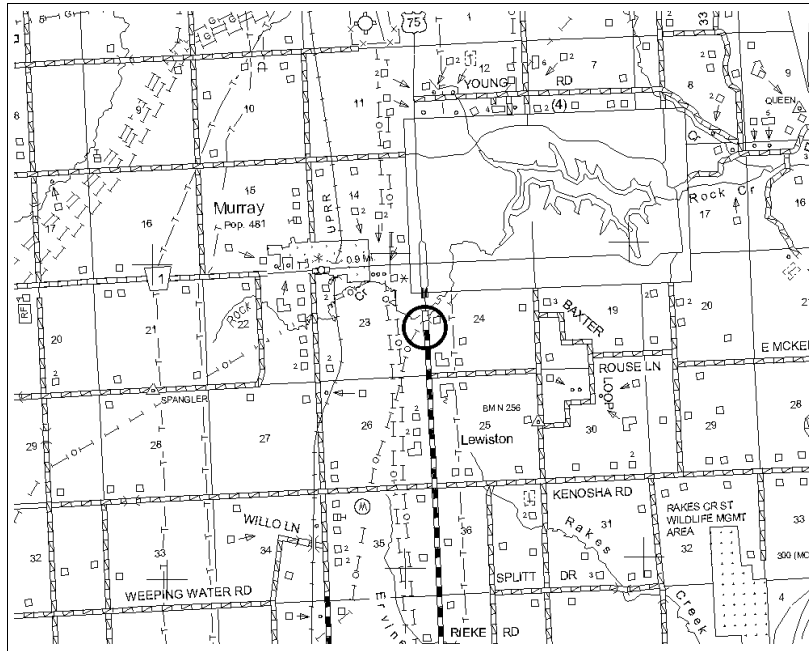
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Widened		1983	
SURROUNDING LAND USE:					
Agricultural					

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Railing is concrete post with concrete slab on top. Bridge was widened and redecked in 1983 per NDOR.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 41814	NeHBS NUMBER: CC00-359	YEAR BUILT: 1961
LOCATION: 2S GREENWOOD INTERCHANGE	FEATURE CARRIED: MILL ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Cass	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,535,470.46	EASTING: 716,622.36	TOWNSHIP: 11	RANGE: 09	DIRECTION: E	SECTION: 09
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 218	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 69	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28.4	MAIN SPAN DETAILS: 5 prestressed concrete girders. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, I-80-9-(51)-3, 1960.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

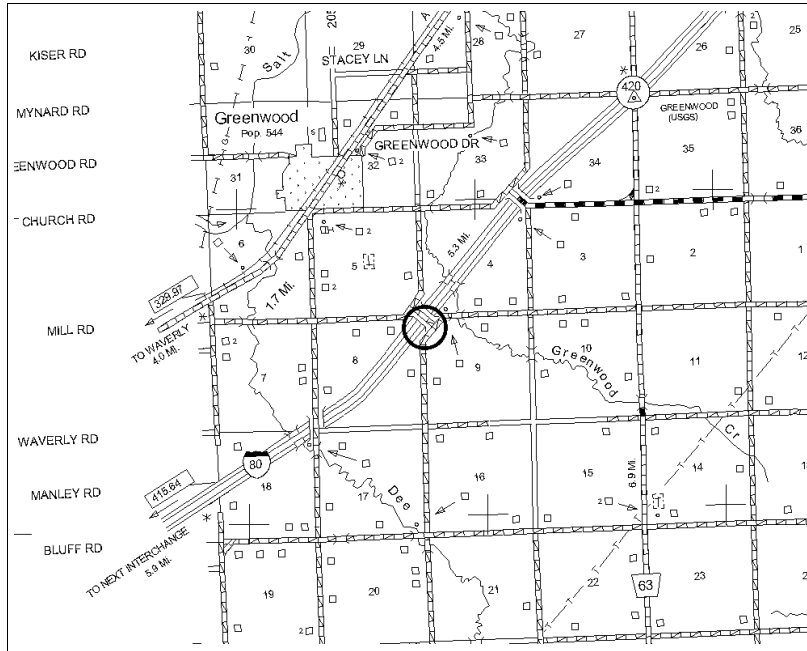
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Square metal railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 41953	NeHBS NUMBER: CC00-360	YEAR BUILT: 1961
LOCATION: 1S GREENWOOD INTERCHANGE	FEATURE CARRIED: COUNTY ROAD 226TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Cass	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,537,366.41	EASTING: 718,110.97	TOWNSHIP: 12	RANGE: 09	DIRECTION: E	SECTION: 33
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 220	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 69	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.8	MAIN SPAN DETAILS: 5 prestressed concrete girders. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		1960 on bridge plate.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

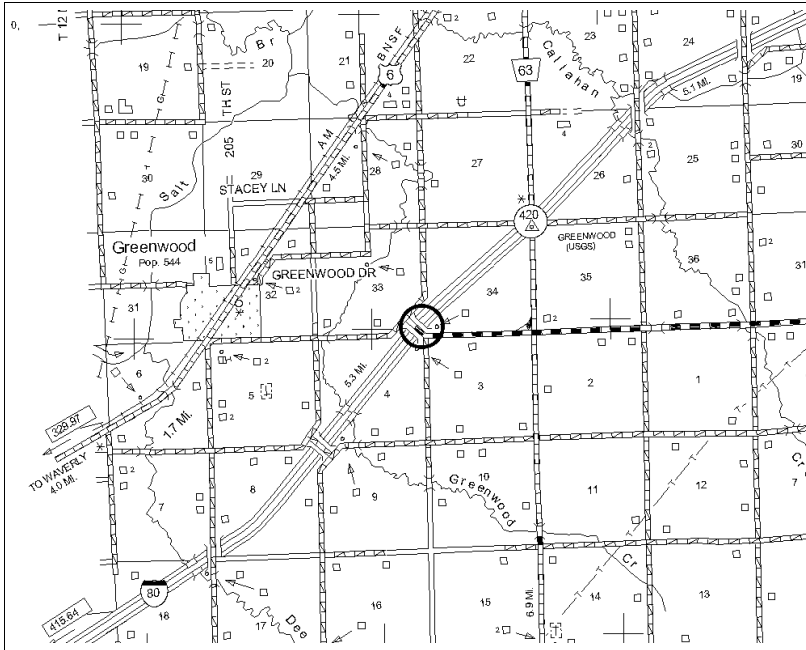
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Square metal railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 42350	NeHBS NUMBER: CC00-361	YEAR BUILT: 1961
LOCATION: 3N GREENWOOD INTERCHANGE	FEATURE CARRIED: COUNTY ROAD 262ND STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Cass	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,541,399.64	EASTING: 722,902.74	TOWNSHIP: 12	RANGE: 09	DIRECTION: E	SECTION: 24
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 281	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 76	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.8	MAIN SPAN DETAILS: Steel I-beam. Continuous, cantilevered, skewed with 5 rolled I-beams with bent plate diaphragms. Concrete deck with curbs. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 80 tons, 1-80-9(8)-5, 1960.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001400905	NeHBS NUMBER: CD00-329	YEAR BUILT: 1954
LOCATION: 3E OF MAGNET	FEATURE CARRIED: COUNTY ROAD 556 AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Cedar	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,702,636.59	EASTING: 630,992.52	TOWNSHIP: 29	RANGE: 01	DIRECTION W	SECTION: 26
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 26	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 25	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16.1	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16.1	MAIN SPAN DETAILS: Steel I-beam. 8 rolled I-beams with pipe separators. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: None		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

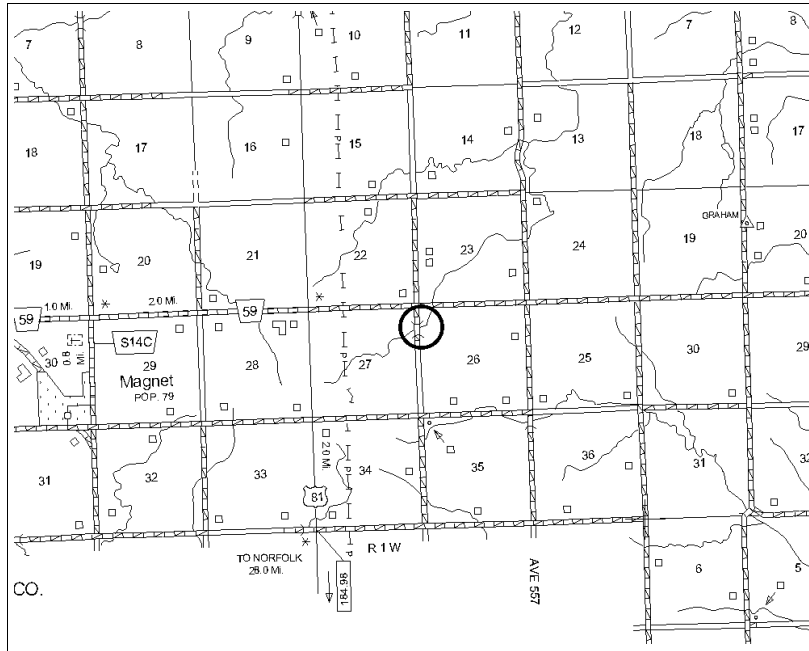
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001401305P	NeHBS NUMBER: CD00-330	YEAR BUILT: 1955
LOCATION: 4S 4.5W OF HARTINGTON	FEATURE CARRIED: COUNTY ROAD 558 AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Cedar	FEATURE CROSSED: PEARL CREEK	

UTM ZONE: 14	NORTHING: 4,712,706.21	EASTING: 634,772.75	TOWNSHIP: 30	RANGE: 01	DIRECTION: E	SECTION: 19
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16.2	MAIN SPAN DETAILS: Steel I-beam. Multiple rolled I-beams. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

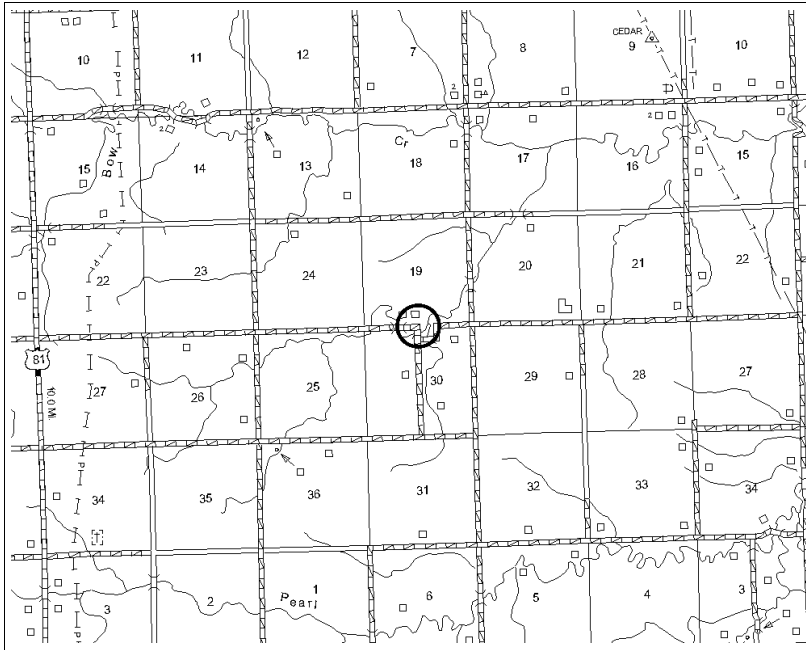
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001403855	NeHBS NUMBER: CD00-331	YEAR BUILT: 1955
LOCATION: 7S 2.5W OF OBERT	FEATURE CARRIED: COUNTY ROAD 880	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Cedar	FEATURE CROSSED: EAST BOW CREEK	

UTM ZONE: 14	NORTHING: 4,716,326.73	EASTING: 657,278.35	TOWNSHIP: 30	RANGE: 03	DIRECTION: E	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 24	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 23	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. Multiple rolled I-beams welded to steel channel separator. Welded and riveted connections at girder and substructure juncture. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

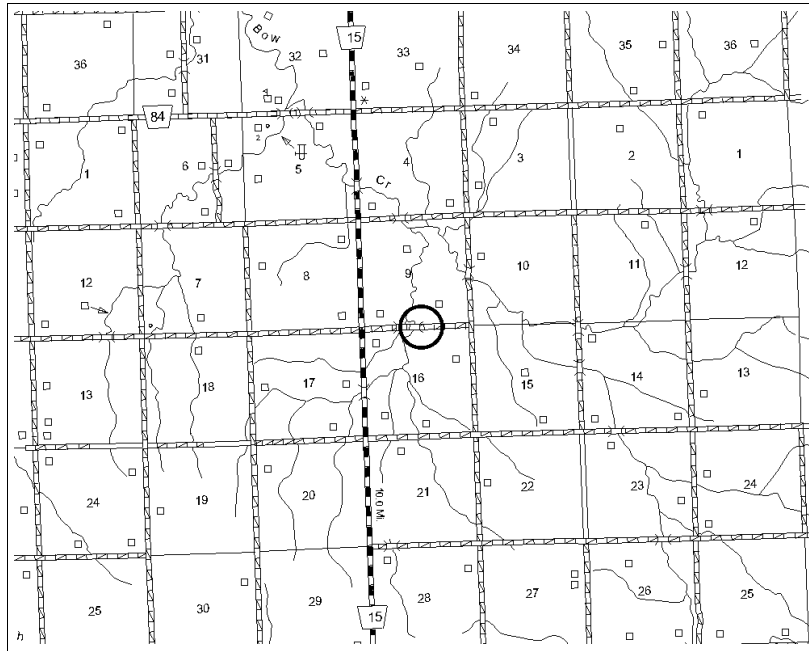
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001424535	NeHBS NUMBER: CD00-332	YEAR BUILT: 1955
LOCATION: 1S 1W OF OBERT	FEATURE CARRIED: COUNTY ROAD 575 AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Cedar	FEATURE CROSSED: LIME CREEK	

UTM ZONE: 14	NORTHING: 4,725,818.72	EASTING: 659,386.31	TOWNSHIP: 31	RANGE: 03	DIRECTION: E	SECTION: 15
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 30	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 29	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. 11 rolled I-beams, with transverse steel channel separators welded to lower flanges. Jack arch--vaulted, corrugated steel panels rest on lower flanges of beams, with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

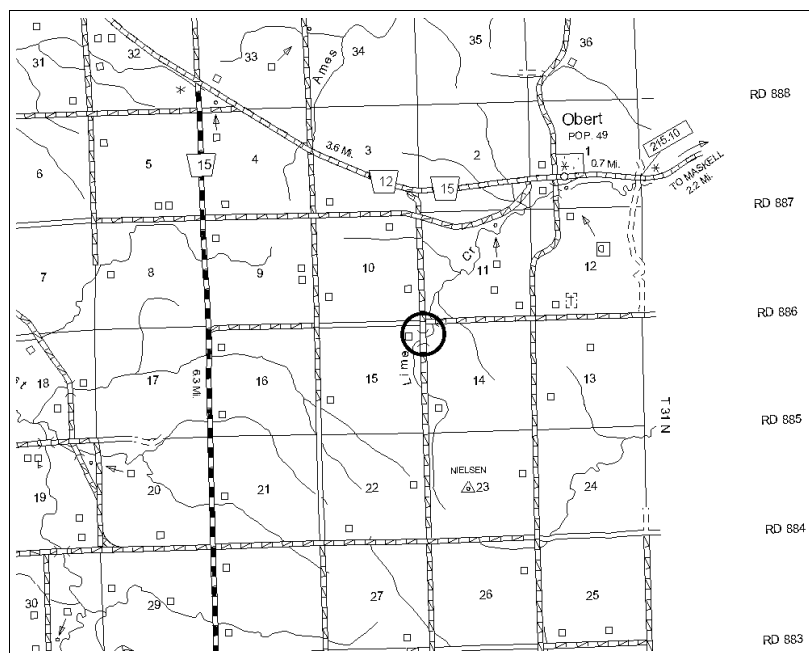
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Widely used in other states since the 1920s, typical jack-arch bridges consist of a series of longitudinal steel beams that support longitudinal corrugated steel vaulting. The vaulting rests on the lower flanges of the beams and serves as permanent formwork for reinforced concrete deck slabs. A set of standard plans in NDOR files suggest that Nebraska's jack-arch bridges may have utilized prefabricated jack-arch panels patented by Carl Erickson, an engineer for the Lincoln Steel Works. This is one of two jack-arch bridges identified in the survey.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S012 20366	NeHBS NUMBER:	CD00-333	YEAR BUILT:	1959
LOCATION:	3SW WYNOT	FEATURE CARRIED:	HIGHWAY N12	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Cedar	FEATURE CROSSED:	WEST BOW CREEK

UTM ZONE:	14	NORTHING:	4,732,553.75	EASTING:	645,716.50	TOWNSHIP:	32	RANGE:	02	DIRECTION	E	SECTION:	20
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	157	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	65		Slab		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	26	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	30.7	MAIN SPAN DETAILS:	Curved concrete end posts. Concrete curb and concrete deck with asphalt overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				1959 on bridge plate (obscured by guardrail).
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

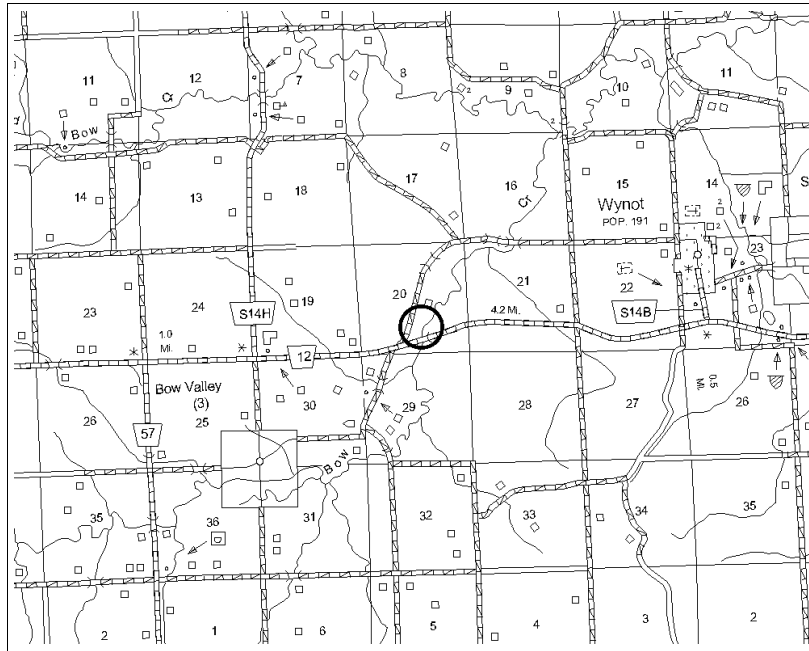
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

4 cylindrical concrete piles. Guardrail attached to bridge rail.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S012 20744	NeHBS NUMBER:	CD00-334	YEAR BUILT:	1959
LOCATION:	2SE WYNOT	FEATURE CARRIED:	HIGHWAY N12	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Cedar	FEATURE CROSSED:	BOW CREEK

UTM ZONE:	14	NORTHING:	4,732,309.73	EASTING:	651,591.68	TOWNSHIP:	32	RANGE:	02	DIRECTION	E	SECTION:	24
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	247	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	95		Box beam or girders - multiple		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	26	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	30.7	MAIN SPAN DETAILS:	Continuous concrete slab. Variable depth. Curved concrete end posts. Concrete curb and concrete deck with asphalt overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				Capacity 20 tons S0198(8)-2 1959
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

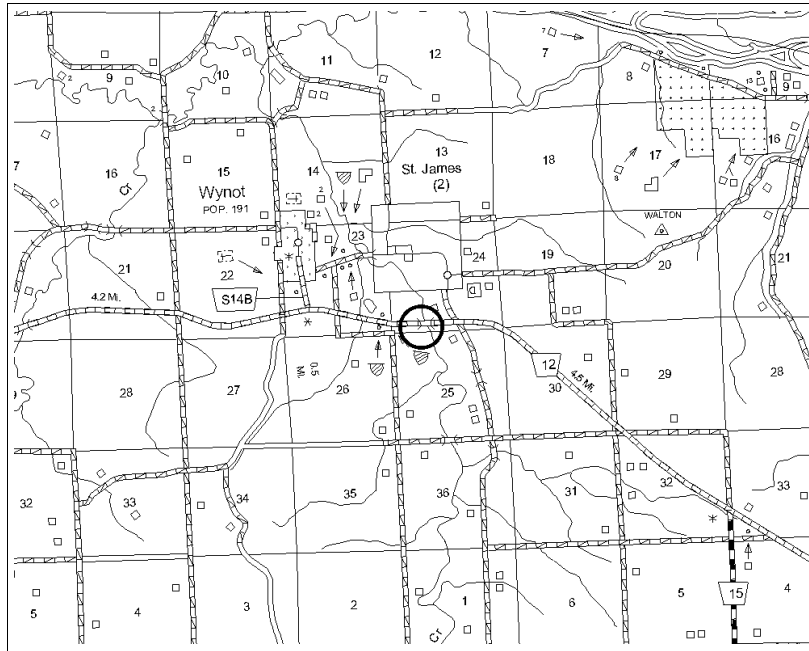
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.

REASON NOT EVALUATED:

LOCATION MAP

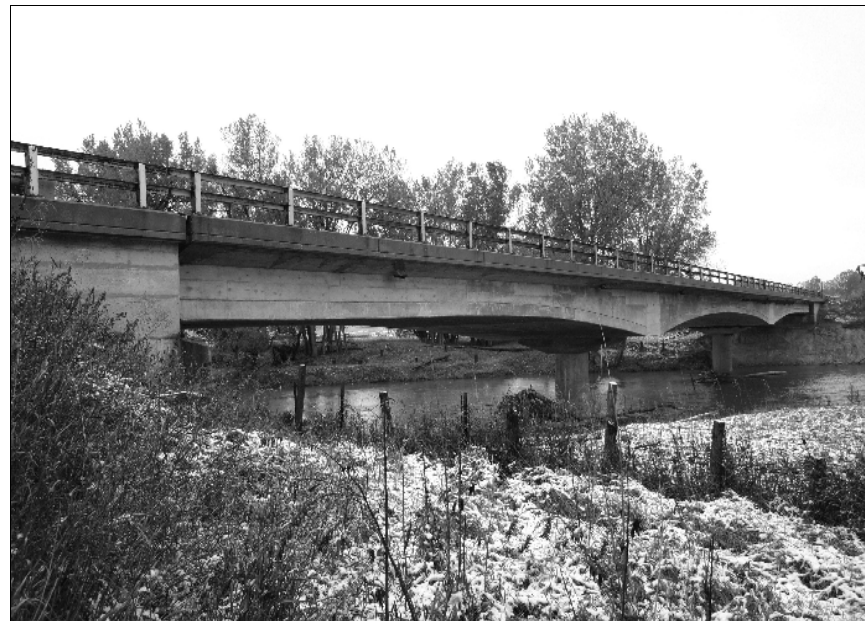


ADDITIONAL INFORMATION:

2 solid concrete piles. Bridge S012 20744 is recommended eligible for the National Register under Criterion C because it is one of the earliest known extant examples of the concrete continuous box beam type in the state. It has variable depth box beams with curved soffits, giving the design an aesthetically pleasing appearance. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S057 07256	NeHBS NUMBER: CD00-335	YEAR BUILT: 1956
LOCATION: 6N HARTINGTON	FEATURE CARRIED: HIGHWAY N57	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Cedar	FEATURE CROSSED: WEST BOW CREEK	

UTM ZONE: 14	NORTHING: 4,729,695.27	EASTING: 641,816.65	TOWNSHIP: 32	RANGE: 01	DIRECTION: E	SECTION: 36
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 140	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Frame	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.7	MAIN SPAN DETAILS: Continuous concrete slab. Variable depth. Concrete deck and barrier.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

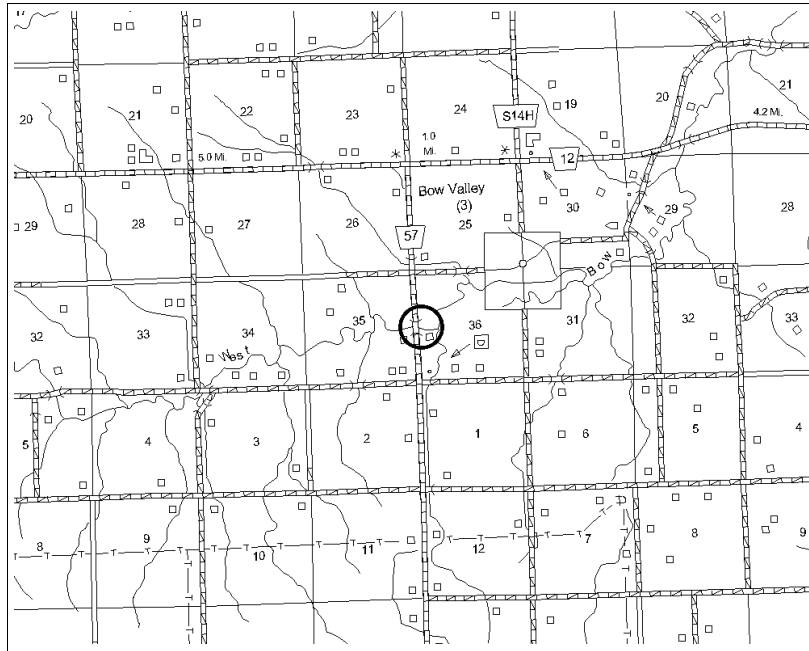
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 solid concrete piers. Bolts along bridge edge indicate altered railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S084 03381		NeHBS NUMBER:		YEAR BUILT: 1950	
LOCATION: 12E BLOOMFIELD		FEATURE CARRIED: HIGHWAY N84		YEAR RECONSTRUCTED: 0	
DISTRICT: 3 COUNTY: Cedar		FEATURE CROSSED: NORWEGIAN BOW CREEK			
UTM ZONE: 14 NORTHING: 4,719,074.71		EASTING: 628,905.71		TOWNSHIP: 31 RANGE: 01 DIRECTION W SECTION: 33	

STATUS: Nonextant

STRUCTURE LENGTH (FT): 76

LENGTH OF MAXIMUM SPAN (FT): 25

BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 32

DECK WIDTH (OUT-TO-OUT) (FT): 34.3

OWNER: State Highway Agency

BRIDGE TYPE: Prestressed concrete Tee beam

NUMBER OF MAIN SPANS: 3

MAIN SPAN DETAILS: 12 Tee-beams. Concrete end posts. Concrete deck.

APPROACH SPAN TYPE:

NUMBER OF APPROACH SPANS: 0

APPROACH SPAN DETAILS:

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Concrete				None.	
SUBSTRUCTURE: Timber					
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT: Rural (unincorporated areas)

SURROUNDING LAND USE: Agricultural

ALTERATIONS: Change in railing/parapet

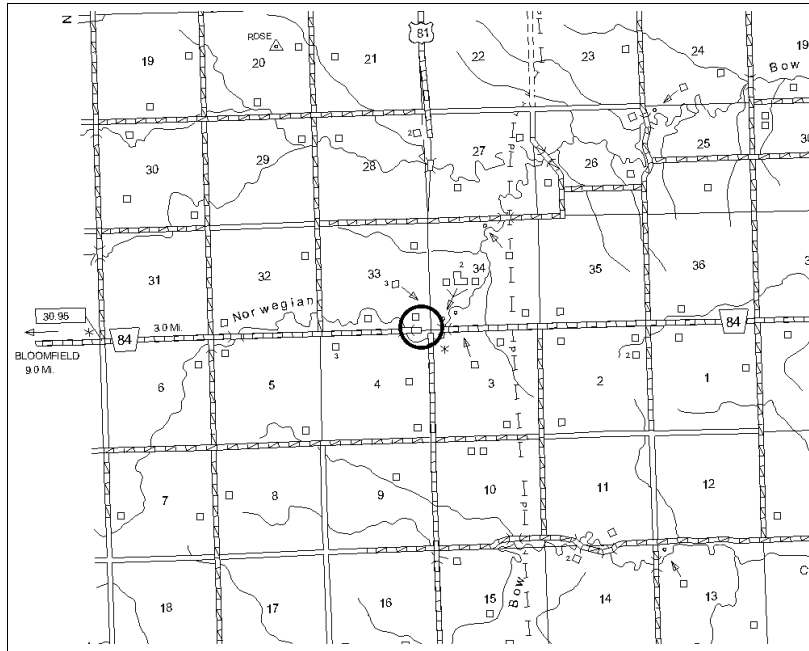
DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
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REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED: Replaced in 1983.

LOCATION MAP



ADDITIONAL INFORMATION:

Historic bridge is nonextant. Replaced with present structure in 1983. 2 open timber piles with concrete cap. End posts altered to accommodate guardrails.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C0E1616105	NeHBS NUMBER: CE00-269	YEAR BUILT: 1965
LOCATION: .7N VALENTINE	FEATURE CARRIED: COLL 7327	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Cherry	FEATURE CROSSED: MINNECHADUZA CREEK	

UTM ZONE: 14	NORTHING: 4,749,742.44	EASTING: 374,660.59	TOWNSHIP: 34	RANGE: 27	DIRECTION W	SECTION: 30
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 46	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 45	Tee beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.3	MAIN SPAN DETAILS: 4 girders comprised of two-beams each.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Industrial		

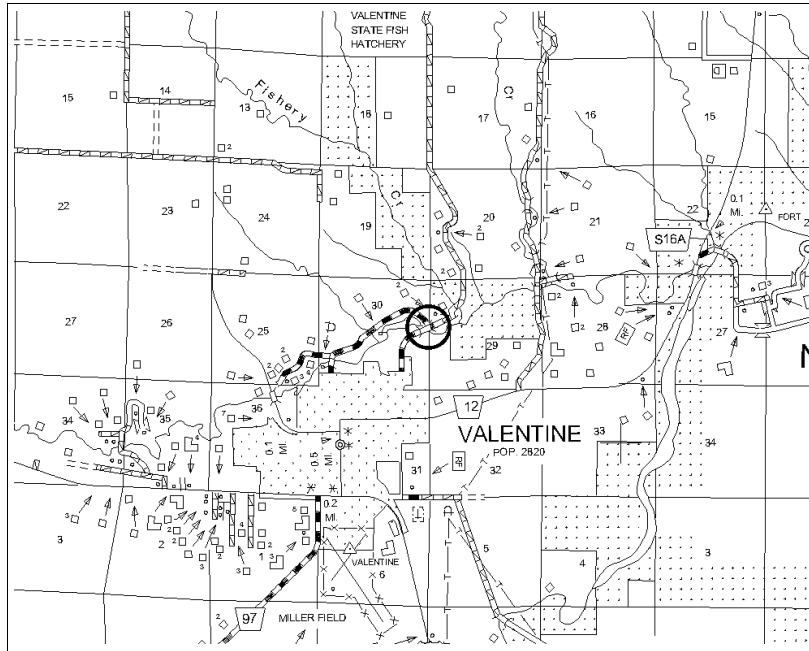
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wings. Angle-iron railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S061 21751	NeHBS NUMBER: CE00-270	YEAR BUILT: 1958
LOCATION: 9S MERRIMAN	FEATURE CARRIED: HIGHWAY N61	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Cherry	FEATURE CROSSED: NIOBRARA RIVER	

UTM ZONE: 14	NORTHING: 4,743,591.71	EASTING: 280,209.98	TOWNSHIP: 33	RANGE: 37	DIRECTION W	SECTION: 28
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 177	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 31	MAIN SPAN DETAILS: Curved concrete end posts and curb. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

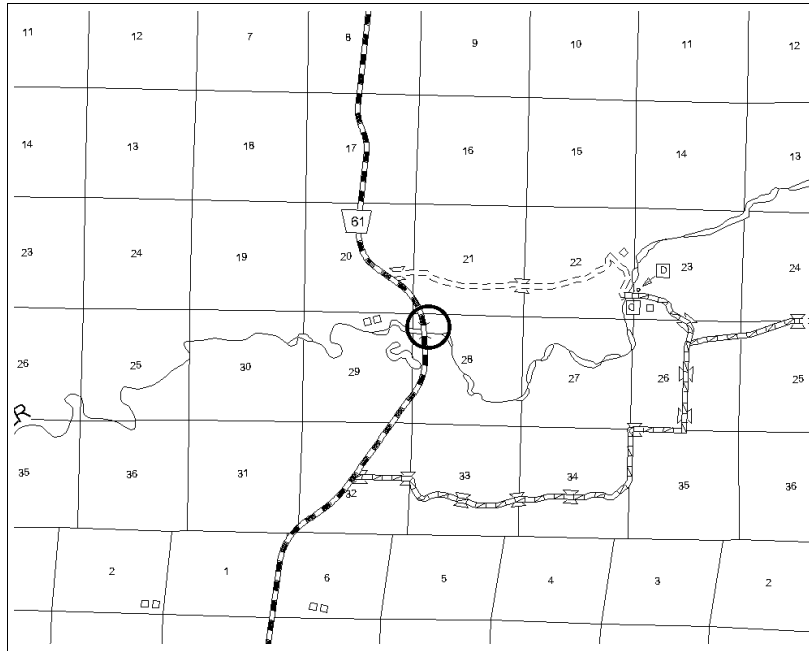
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Square concrete abutments. No wing walls. 2 piers consist of 2 concrete pillars each. Steel piles support concrete slab at abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C001711710	NeHBS NUMBER: CN00-361	YEAR BUILT: 1964
LOCATION: 4.5E POTTER	FEATURE CARRIED: COUNTY ROAD 87	YEAR RECONSTRUCTED: 0
DISTRICT: 5 COUNTY: Cheyenne	FEATURE CROSSED: LODGEPOLE CREEK	

UTM ZONE: 14	NORTHING: 4,570,113.80	EASTING: 146,010.93	TOWNSHIP: 14	RANGE: 51	DIRECTION W	SECTION: 07
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 152	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 43	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28.5	MAIN SPAN DETAILS: Concrete curb. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 30 tons, R-AD-36(1), 1963.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

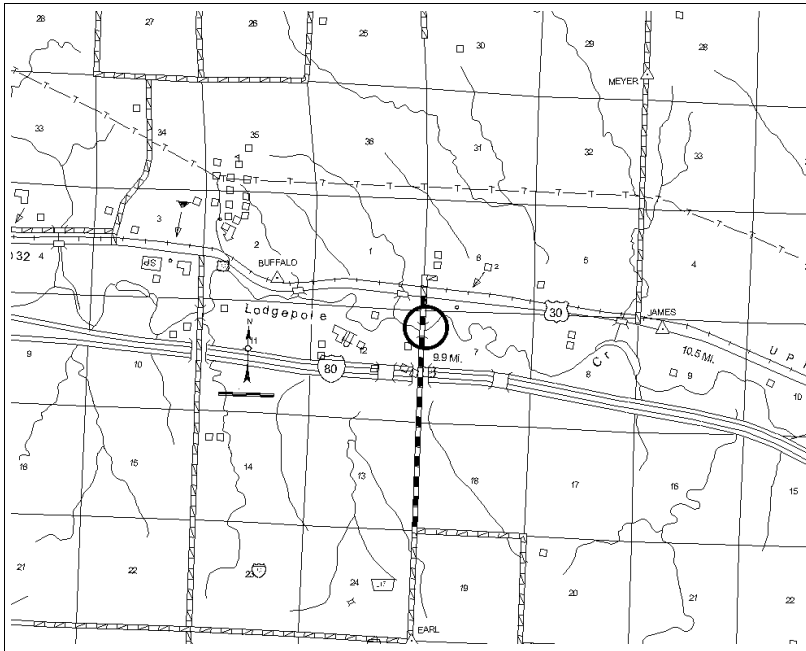
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Sheet piling wing walls and abutments with concrete cap. 3 piers consist of 6 steel piles with concrete cap and are integrated into the bottom of the deck.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C001900105	NeHBS NUMBER:	CX00-066	YEAR BUILT:	1954
LOCATION:	6N US HIGHWAY 30 PLATTE CL	FEATURE CARRIED:	COUNTY ROAD 100TH AVENUE	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Colfax	FEATURE CROSSED:	SHELL CREEK

UTM ZONE:	14	NORTHING:	4,598,145.30	EASTING:	645,874.86	TOWNSHIP:	18	RANGE:	02	DIRECTION	E	SECTION:	19
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	81	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	80		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	20	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	20	MAIN SPAN DETAILS:	Pratt pony truss. 11 steel stringers and 4 steel floor beams. Main members and bracing are bolted. Timber deck.		

TRUSS CONNECTION:	Bolted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal		None.
SUBSTRUCTURE:	Steel		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

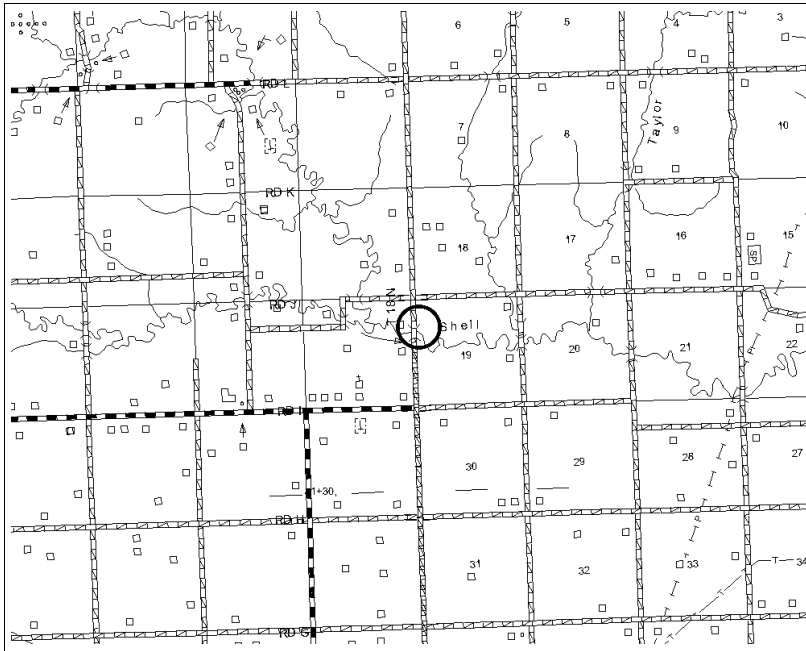
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments.

SOURCES:

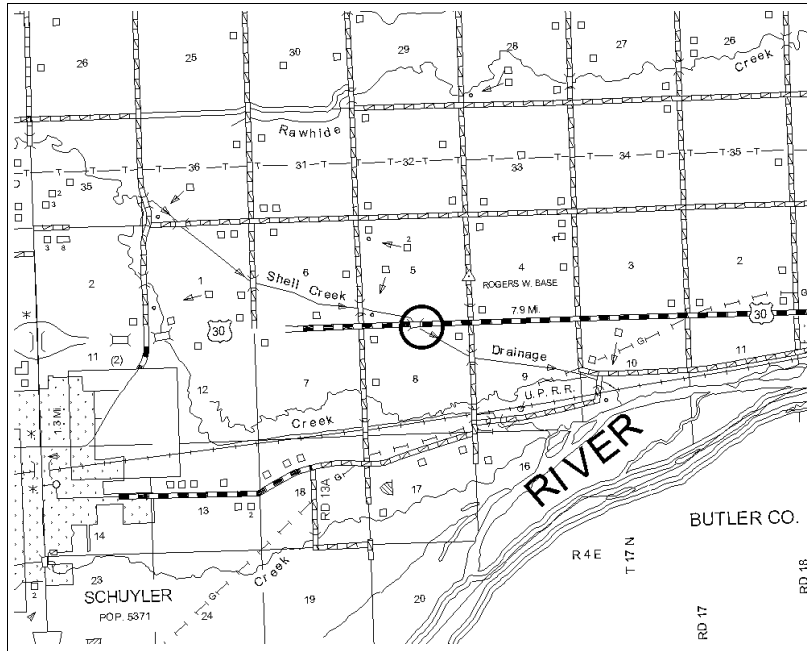
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S030 40004		NeHBS NUMBER: CX00-067		YEAR BUILT: 1953	
LOCATION: 4E SCHUYLER		FEATURE CARRIED: US HIGHWAY 30		YEAR RECONSTRUCTED: 1957	
DISTRICT: 3 COUNTY: Colfax		FEATURE CROSSED: SHELL CREEK DRAINAGE			
UTM ZONE: 14 NORTHING: 4,592,510.42		EASTING: 667,711.25		TOWNSHIP: 17 RANGE: 04 DIRECTION E SECTION: 08	
STATUS: Extant - in service		OWNER: State Highway Agency			
STRUCTURE LENGTH (FT): 30		BRIDGE TYPE: Concrete		APPROACH SPAN TYPE: Concrete	
LENGTH OF MAXIMUM SPAN (FT): 17		Slab		Culvert (includes frame culverts)	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 38.4		NUMBER OF MAIN SPANS: 1		NUMBER OF APPROACH SPANS: 1	
DECK WIDTH (OUT-TO-OUT) (FT): 42		MAIN SPAN DETAILS: Curved concrete end posts. Asphalt overlay.		APPROACH SPAN DETAILS: Curved concrete end posts. Asphalt overlay.	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				Capacity 30 tons, 210(3)-2, 1953.	
SUBSTRUCTURE: Timber					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Change in railing/parapet			
SURROUNDING LAND USE:					
Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Substructure is a combination of concrete and timber piles. Small vertical metal beams on top of curb are cut off and indicate a railing alteration.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S275 10009	NeHBS NUMBER: CM00-247	YEAR BUILT: 1935
LOCATION: 2NW WISNER	FEATURE CARRIED: US HIGHWAY 275	YEAR RECONSTRUCTED: 1958
DISTRICT: 3 COUNTY: Cuming	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,652,559.25	EASTING: 670,176.32	TOWNSHIP: 24	RANGE: 04	DIRECTION E	SECTION: 34
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 66	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 16	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 33	MAIN SPAN DETAILS: Concrete deck and concrete curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, PROJ F-70(15)-7, 1958.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Altered substructure	
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Substructure is combination of steel and timber. 3 open piles. Some steel cylinders replace round timber piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C0E2131035	NeHBS NUMBER: CU00-266	YEAR BUILT: 1953
LOCATION: 6N HIGHWAY N70 VALLEY CL	FEATURE CARRIED: COLL 7425	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Custer	FEATURE CROSSED: MIDDLE LOUP RIVER	

UTM ZONE: 14	NORTHING: 4,592,065.46	EASTING: 482,328.25	TOWNSHIP: 17	RANGE: 16	DIRECTION W	SECTION: 06
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 227	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 75	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.1	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.6	MAIN SPAN DETAILS: Steel I-beam. Cantilever, with multiple I-beams. Concrete deck and curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

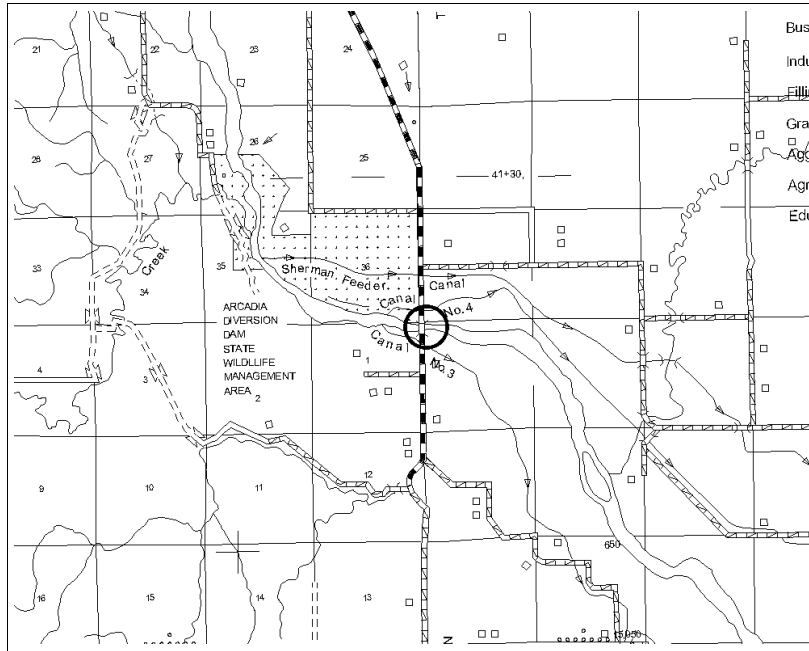
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutment and wing wall on south abutment. Corrugated metal on north abutment. Open steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S183 11375	NeHBS NUMBER: CU00-267	YEAR BUILT: 1954
LOCATION: 1S SARGENT	FEATURE CARRIED: US HIGHWAY 183	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Custer	FEATURE CROSSED: MIDDLE LOUP RIVER	

UTM ZONE: 14	NORTHING: 4,608,206.69	EASTING: 469,455.85	TOWNSHIP: 19	RANGE: 18	DIRECTION W	SECTION: 15
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 261	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 90	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25.5	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28	MAIN SPAN DETAILS: Steel I-beam. Cantilevered, skewed, with 5 rolled I-beams with bent plate diaphragms. Composite concrete deck with curbs.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		
NDOR: S.N. Ress		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

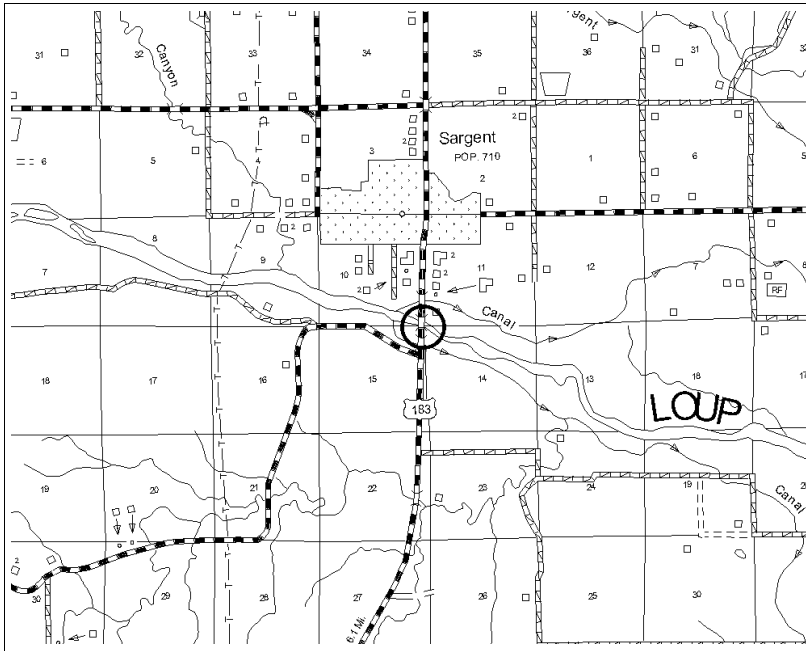
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Solid concrete piers. Standard Plans 1575-A and 1575-C referenced on plans. Plans note two hanger devices for cantilever: fixed and expansion.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S183 11396	NeHBS NUMBER: CU00-268	YEAR BUILT: 1954
LOCATION: 1S SARGENT	FEATURE CARRIED: US HIGHWAY 183	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Custer	FEATURE CROSSED: CANAL #2	

UTM ZONE: 14	NORTHING: 4,608,576.73	EASTING: 469,457.42	TOWNSHIP: 19	RANGE: 18	DIRECTION W	SECTION: 10
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 46	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 45	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.4	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28.4	MAIN SPAN DETAILS: Steel I-beam. Steel deck girder. Skewed, with 5 rolled I-beams with bent plate diaphragms. Riveted connections. Concrete deck with curbs and asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, 8-587(4)-5, 1954.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		
NDOR: S.N. Ress		

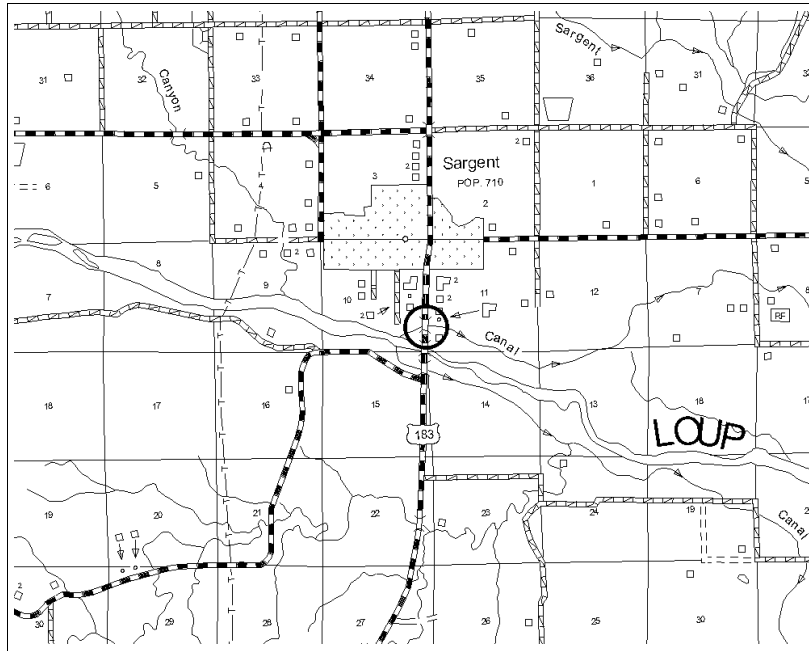
TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Timber piles with concrete caps.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002200320	NeHBS NUMBER: DK00-190	YEAR BUILT: 1950
LOCATION: 2.4N 5.8W OF HUBBARD	FEATURE CARRIED: COUNTY ROAD S AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Dakota	FEATURE CROSSED: MINNOW CREEK	

UTM ZONE: 14	NORTHING: 4,699,143.06	EASTING: 688,673.95	TOWNSHIP: 28	RANGE: 06	DIRECTION E	SECTION: 11
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 86	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 50	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.4	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 15.4	MAIN SPAN DETAILS: Pratt pony truss. 8 steel stringers and 2 floor beams. Main connections are pinned. V-lacing on main members with rivets. Timber deck.	APPROACH SPAN DETAILS: 11 steel stringers on south approach and 8 steel stringers on north approach.

TRUSS CONNECTION: Pin/rigid
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Added main members

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

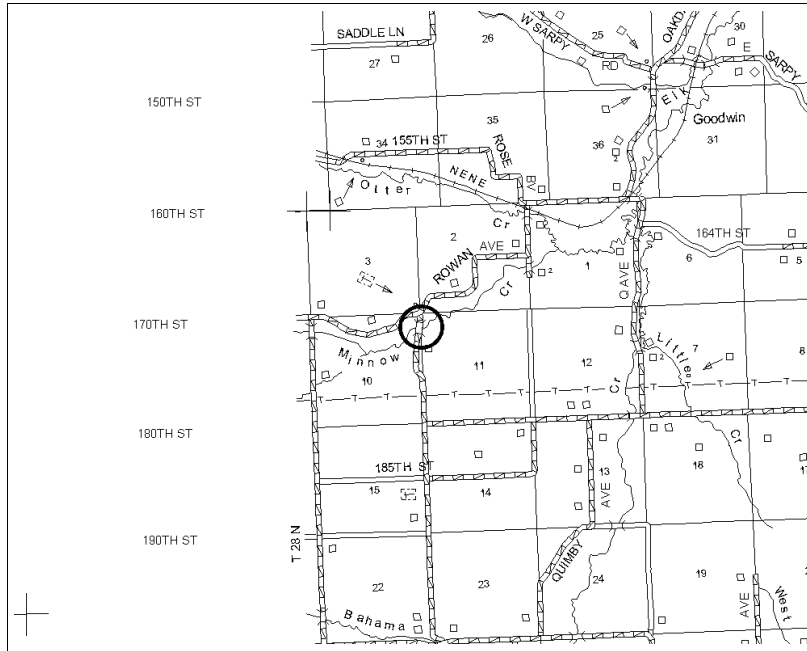
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 open steel piles. Some stringers are paired with timber stringers.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S071 13773	NeHBS NUMBER: DW00-401	YEAR BUILT: 1959
LOCATION: 1N CRAWFORD	FEATURE CARRIED: HIGHWAY N71	YEAR RECONSTRUCTED: 0
DISTRICT: 5 COUNTY: Dawes	FEATURE CROSSED: WHITE RIVER	

UTM ZONE: 14	NORTHING: 4,737,465.21	EASTING: 139,350.55	TOWNSHIP: 32	RANGE: 52	DIRECTION W	SECTION: 35
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 152	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 65	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 27.8	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 33	MAIN SPAN DETAILS: Continuous concrete slab. Curved concrete end posts. Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

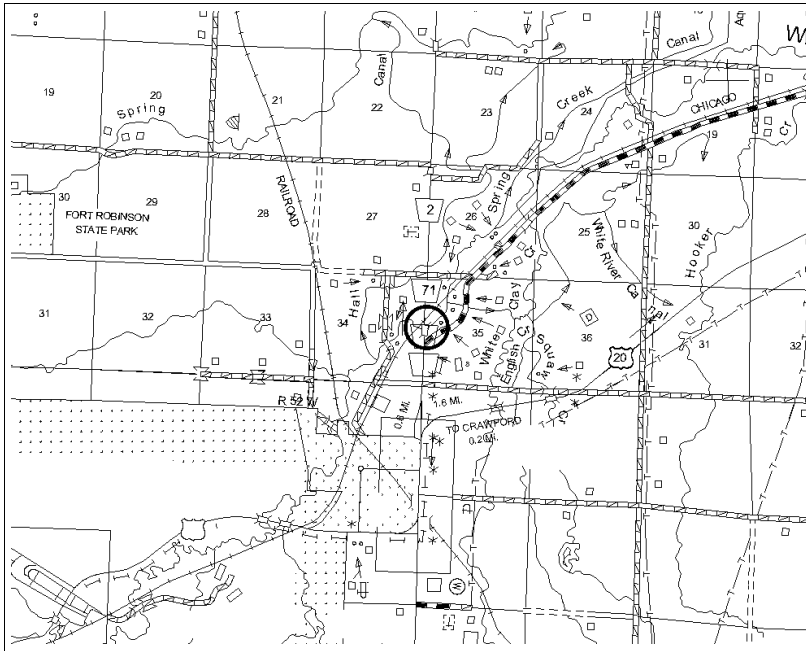
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Railing 1509-F on plans. Old bolts on concrete curb indicate railing alteration. Concrete barrier replaces metal railing. Steel abutments and wing walls. Concrete capped steel piling supporting deck at abutments. 2 solid concrete piers.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002427720	NeHBS NUMBER: DS00-044	YEAR BUILT: 1963
LOCATION: 1.5N OF SUMNER	FEATURE CARRIED: COUNTY ROAD 446	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Dawson	FEATURE CROSSED: FIELD DRAIN	

UTM ZONE: 14	NORTHING: 4,535,547.95	EASTING: 457,789.84	TOWNSHIP: 12	RANGE: 19	DIRECTION W	SECTION: 33
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 40	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 39	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26	MAIN SPAN DETAILS: 6 prestressed concrete girders with cast-in-place anchoring at abutments. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

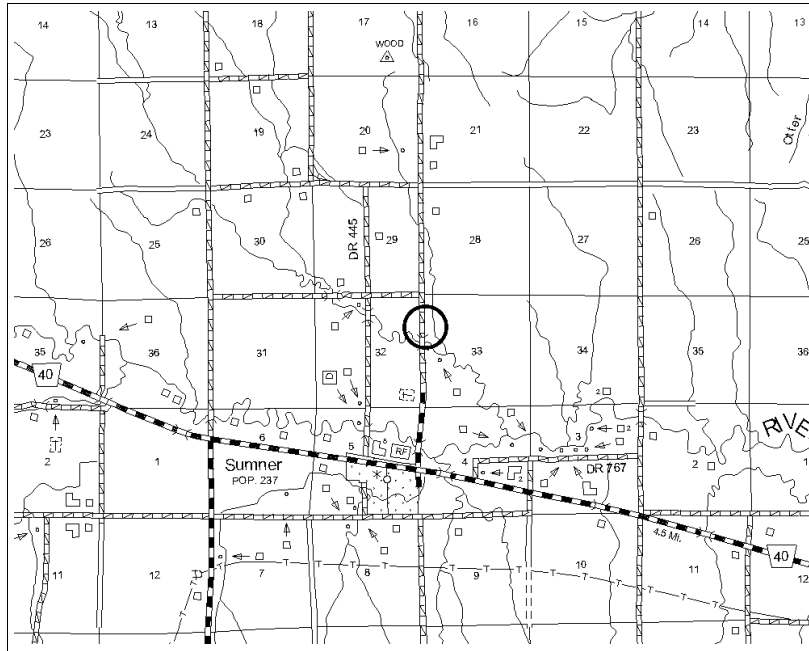
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber wing walls and abutments. Timber piles capped with concrete at abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C002433810	NeHBS NUMBER:	DS00-045	YEAR BUILT:	1961
LOCATION:	JCT US HIGHWAY 30/L-24B 3.2N 3.5W	FEATURE CARRIED:	COUNTY ROAD 756	YEAR RECONSTRUCTED:	0
DISTRICT:	6	COUNTY:	Dawson	FEATURE CROSSED:	BUFFALO CREEK

UTM ZONE:	14	NORTHING:	4,515,251.57	EASTING:	448,954.73	TOWNSHIP:	09	RANGE:	20	DIRECTION	W	SECTION:	04
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	41	BRIDGE TYPE:	Concrete	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	37		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	25	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	26.5	MAIN SPAN DETAILS:	6 concrete girders. Concrete diaphragm and end anchoring. Concrete curb. Concrete deck with asphalt overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

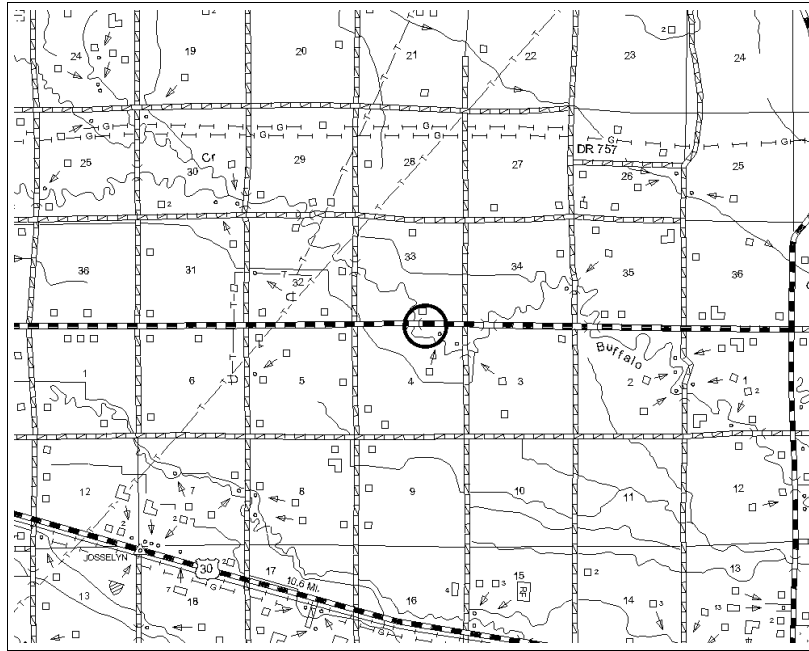
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S021 00579	NeHBS NUMBER: DS00-046	YEAR BUILT: 1964
LOCATION: 8S COZAD	FEATURE CARRIED: HIGHWAY N21	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Dawson	FEATURE CROSSED: TRI-COUNTY CANAL	

UTM ZONE: 14	NORTHING: 4,511,111.42	EASTING: 415,998.76	TOWNSHIP: 09	RANGE: 23	DIRECTION W	SECTION: 18
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 351	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 120	Stringer/multibeam or girder	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28.2	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 32.4	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, skewed at 45 deg., with four lines of welded plate-girders with K-bracing. Concrete deck.	APPROACH SPAN DETAILS: 4 rolled beams with bent-plate diaphragms.

TRUSS CONNECTION:

RAILING: Concrete barrier

SUBSTRUCTURE: Concrete

ENGINEER / DESIGNER:

NDOR: A.H. Dederman, State Bridge Engineer

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Remodeled curb (see additional information)

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

1995

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

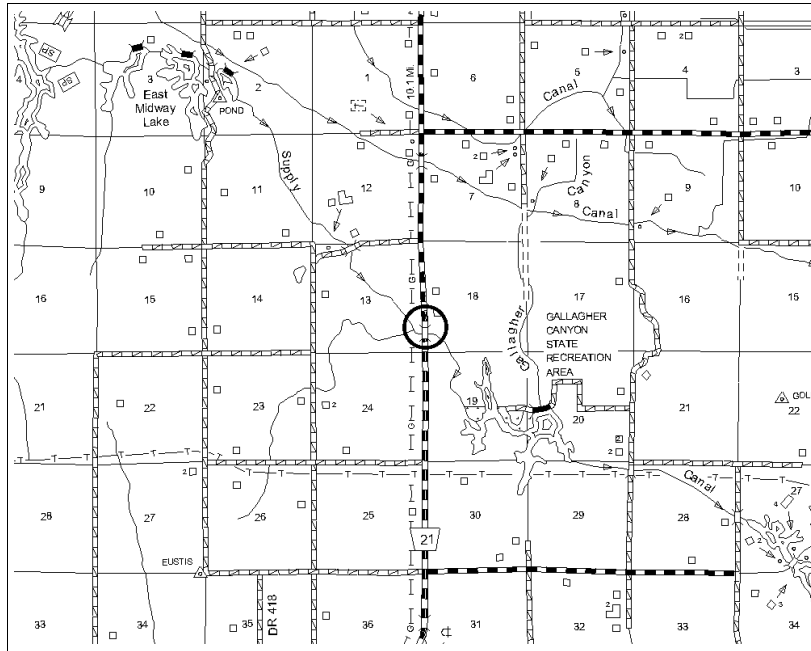
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished later example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Short span No. 4 added with expansion hinge to accommodate unbalanced arrangement of four spans. 3 concrete piers: 2 with single column, 1 with 2 columns. Railing 1749-B on plans. Remodeled curb included removal of railing and replacement with a concrete barrier on original curb. Bolts in curb indicate metal railing removed.

SOURCES:

Bridge plans dated 1964 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 23113	NeHBS NUMBER: DS00-047	YEAR BUILT: 1964
LOCATION: DARR INTERCHANGE	FEATURE CARRIED: L24A	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Dawson	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,514,677.52	EASTING: 428,838.72	TOWNSHIP: 09	RANGE: 22	DIRECTION W	SECTION: 04
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 252	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 75	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 33	MAIN SPAN DETAILS: Prestressed concrete girder. Deck aligned on horizontal curve. 19-degree, 58' skew. Concrete deck, curb and curved concrete end post.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

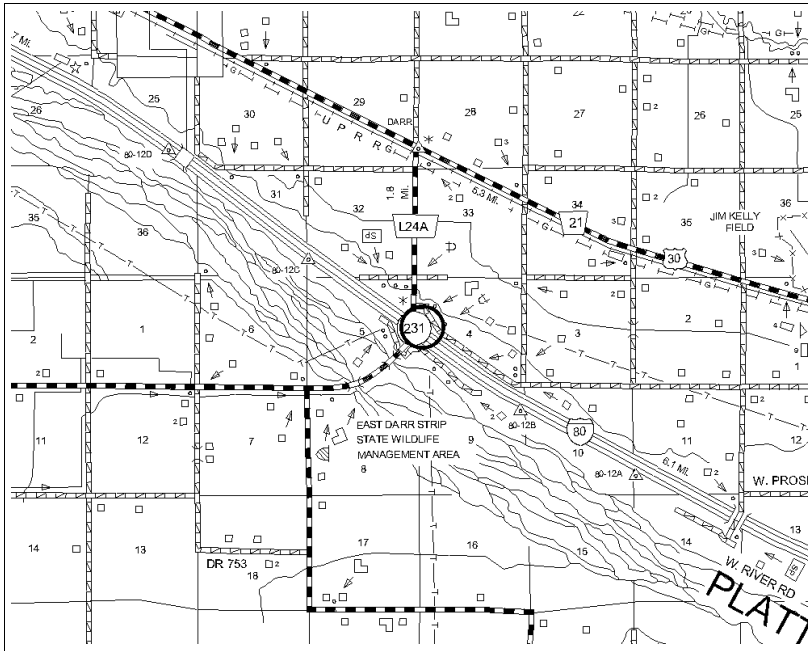
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Repaired piers	DATE OF ALTERATION (IF KNOWN): 1991
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 2 - Eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant example of a special site-specific engineering feature: a curved deck on a prestressed-concrete-beam superstructure.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Bridge plans reference standard plan 1660-C with superelevation for curve. Concrete abutments. 3 concrete piers with 3 pillars each. Twin tubular metal railing. Railing 1753-C on plans. New diaphragms on piers -1991. Bridge S080 23113, built in 1964, is recommended eligible because it represents a complex engineering solution applied to a specific location. This location required a curved roadway at the crossing. A prestressed concrete beam cannot be curved, but a curved deck can be built on a prestressed-concrete beam superstructure, an engineering feature that is more difficult and expensive to design and build than a straight deck. This bridge has the only curved deck on a prestressed-concrete superstructure identified in the state within the subject period. Standard plan 1660-C was modified to accommodate the superelevated deck curve.

SOURCES:

Bridge plans dated 1962 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S283 05534	NeHBS NUMBER: DS00-048	YEAR BUILT: 1963
LOCATION: 3S LEXINGTON	FEATURE CARRIED: US HIGHWAY 283	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Dawson	FEATURE CROSSED: PLATTE RIVER	

UTM ZONE: 14	NORTHING: 4,509,605.92	EASTING: 437,234.58	TOWNSHIP: 09	RANGE: 21	DIRECTION W	SECTION: 20
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 955	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE: Prestressed concrete
LENGTH OF MAXIMUM SPAN (FT): 68	Stringer/multibeam or girder	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 12	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 33.3	MAIN SPAN DETAILS: 4 concrete girders. Concrete diaphragm. Concrete end posts. Concrete deck and curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:

RAILING: Metal tube/pipe

SUBSTRUCTURE: Concrete

ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Residential

ALTERATIONS:

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

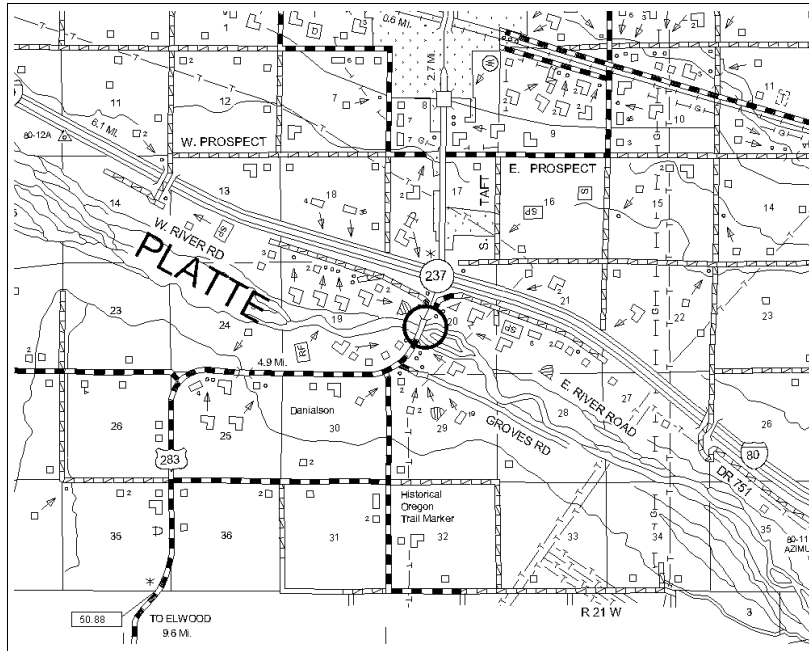
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Solid piers. Railing altered at end posts.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S009 05482	NeHBS NUMBER: DX00-289	YEAR BUILT: 1955
LOCATION: 1NE MARTINSBURG	FEATURE CARRIED: HIGHWAY N9	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Dixon	FEATURE CROSSED: SOUTH CREEK	

UTM ZONE: 14	NORTHING: 4,710,197.49	EASTING: 679,470.07	TOWNSHIP: 29	RANGE: 05	DIRECTION E	SECTION: 02
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 151	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 100	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.4	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, cantilever, with four lines of welded plate-girders with cross bracing in center span. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

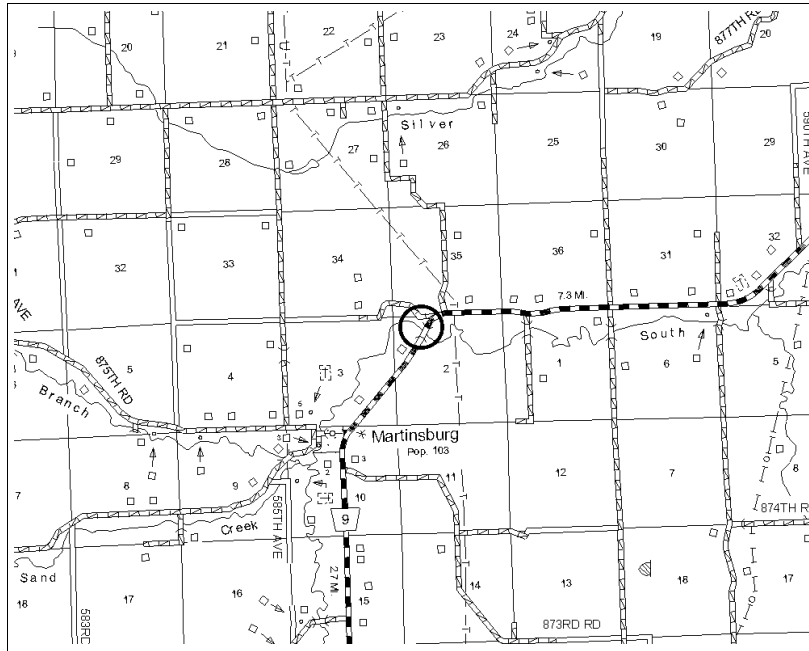
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN): 2002
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Substructure is combination of concrete and steel.

SOURCES:

No original or as-built plans;
NDOR plans only for remodeling bridge rail in 1982

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S009 05953	NeHBS NUMBER: DX00-290	YEAR BUILT: 1955
LOCATION: 6NE MARTINSBURG	FEATURE CARRIED: HIGHWAY N9	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Dixon	FEATURE CROSSED: SOUTH CREEK	

UTM ZONE: 14	NORTHING: 4,712,231.87	EASTING: 686,402.46	TOWNSHIP: 30	RANGE: 06	DIRECTION E	SECTION: 28
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 171	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 110	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.2	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.7	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, cantilever, skewed, superelevated, with four lines of welded plate-girders with cross bracing in center span. Concrete deck is curved.	APPROACH SPAN DETAILS:

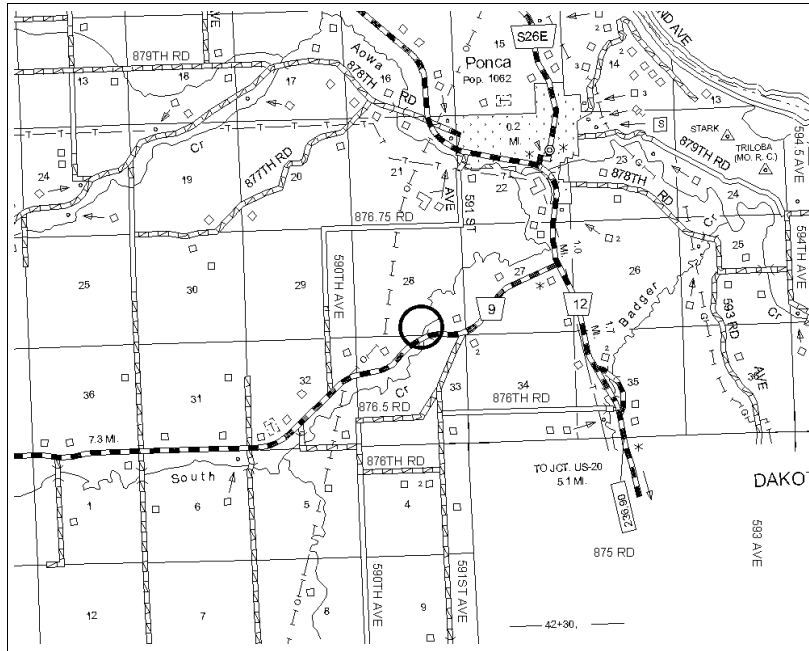
TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Bridge Engineer		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN): 2002
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Railing 1749-A on plans.

SOURCES:

Bridge plans dated 1953 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S116 00062	NeHBS NUMBER: DX00-291	YEAR BUILT: 1957
LOCATION: 1SW CONCORD	FEATURE CARRIED: HIGHWAY N116	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Dixon	FEATURE CROSSED: LOGAN CREEK	

UTM ZONE: 14	NORTHING: 4,694,445.09	EASTING: 663,950.19	TOWNSHIP: 28	RANGE: 04	DIRECTION E	SECTION: 19
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 126	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 126	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.8	MAIN SPAN DETAILS: Parker overhead truss. Multiple steel stringers with cross bracing and 6 floor beams. Horizontal brace at mid-panel point on each truss. V-lacing on main members. Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, S-428(3)-1, 1957.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

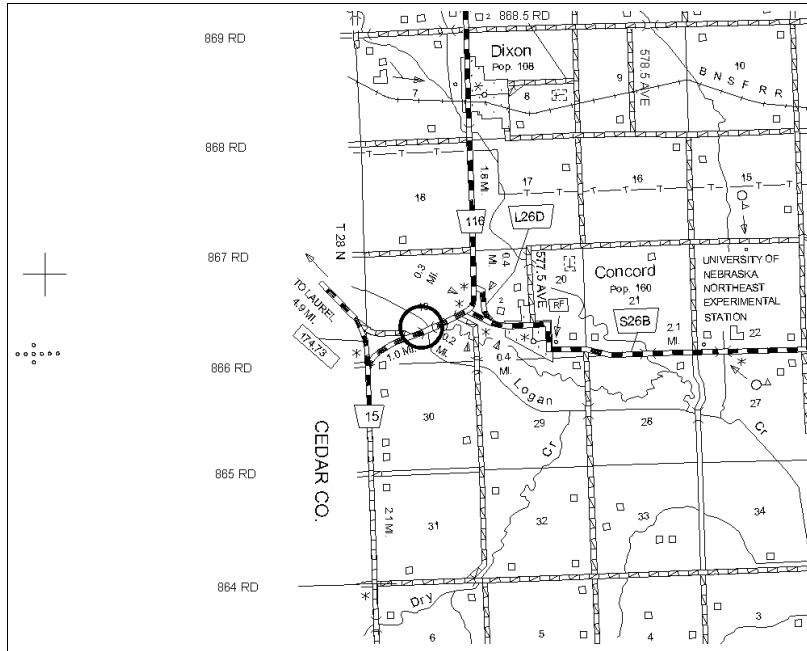
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002700940	NeHBS NUMBER: DD00-335	YEAR BUILT: 1954
LOCATION: COUNTY ROAD 5 BETWEEN A & B	FEATURE CARRIED: COUNTY ROAD 5	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Dodge	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,622,818.34	EASTING: 680,596.90	TOWNSHIP: 20	RANGE: 05	DIRECTION: E	SECTION: 02
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 31	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 30	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. Skewed, with 9 rolled I-beams. Bolted connections at abutments. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

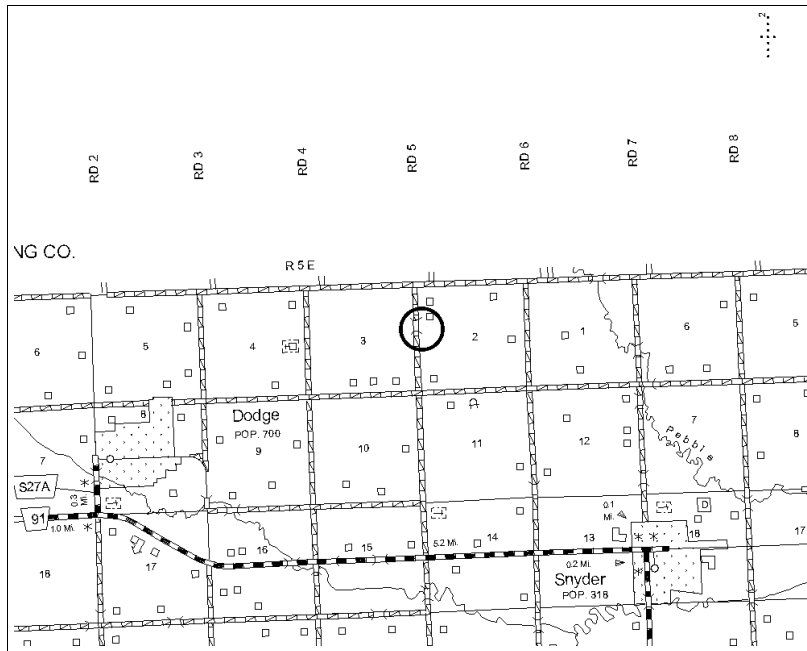
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002701230	NeHBS NUMBER: DD00-336	YEAR BUILT: 1962
LOCATION: COUNTY ROAD F BETWEEN 20 & 21	FEATURE CARRIED: COUNTY ROAD F	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Dodge	FEATURE CROSSED: LOGAN CREEK	

UTM ZONE: 14	NORTHING: 4,615,872.49	EASTING: 704,654.48	TOWNSHIP: 20	RANGE: 08	DIRECTION: E	SECTION: 32
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 201	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 80	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.3	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.7	MAIN SPAN DETAILS: Steel I-beam. Cantilevered, skewed, with 4 rolled I-beams and cross bracing. Composite concrete deck with curbs and asphalt overlay.	APPROACH SPAN DETAILS:

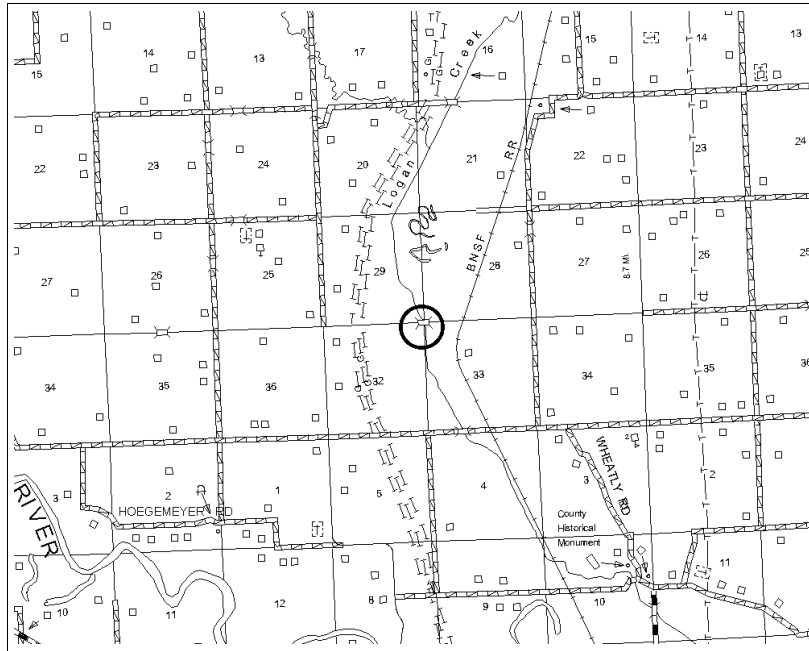
TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, S-544(6)-1, 1962.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: Arter & Speece, Lincoln		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Solid concrete piers. Bridge plans reference standard plan 1682. 2 solid concrete piers.

SOURCES:

Bridge plans dated 1959 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002703105	NeHBS NUMBER: DD00-340	YEAR BUILT: 1953
LOCATION: ROAD 16 BETWEEN Q & R	FEATURE CARRIED: COUNTY ROAD 16	YEAR RECONSTRUCTED: 2006
DISTRICT: 2 COUNTY: Dodge	FEATURE CROSSED: RAWHIDE CREEK	

UTM ZONE: 14	NORTHING: 4,597,746.82	EASTING: 698,906.26	TOWNSHIP: 18	RANGE: 07	DIRECTION: E	SECTION: 27
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 30	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 28	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. 5 rolled I-beams with pipe separators. Corrugated metal deck with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Added main members	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural	Altered substructure	

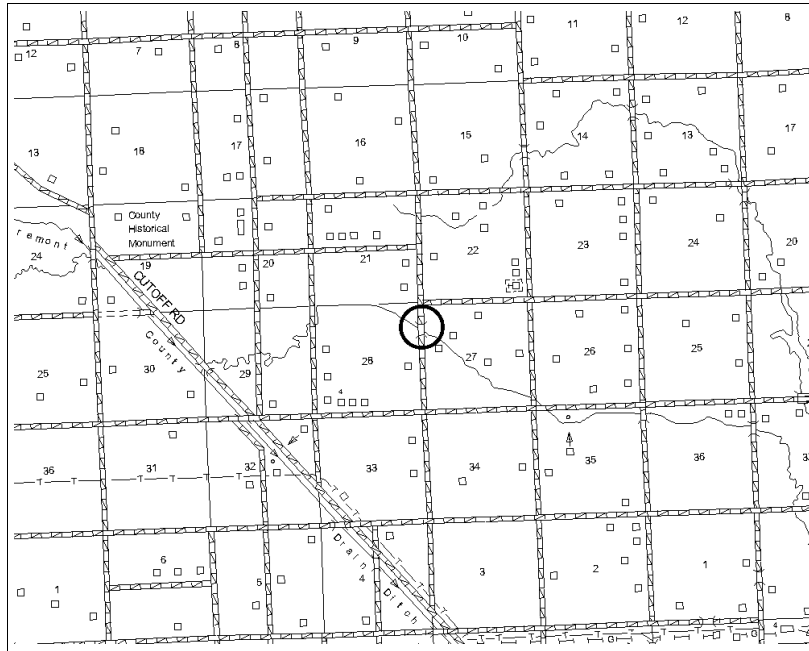
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel sheet pile abutments and wing walls. Steel piles. Reconstructed in 2006 with 2 heavier beams added to center. Enlarged piling. Structure painted. Deck rebuilt. Metal beam (guardrail).

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002703715P	NeHBS NUMBER: DD00-337	YEAR BUILT: 1953
LOCATION: 19 BOULEVARD BETWEEN I & J	FEATURE CARRIED: COUNTY ROAD 19 BOULEVARD	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Dodge	FEATURE CROSSED: ELKHORN RIVER	

UTM ZONE: 14	NORTHING: 4,611,045.23	EASTING: 704,236.40	TOWNSHIP: 19	RANGE: 08	DIRECTION E	SECTION: 17
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STATUS: Extant - in service	OWNER: County Highway Agency	
STRUCTURE LENGTH (FT): 303	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 161	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.1	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 24.2	MAIN SPAN DETAILS: Parker overhead truss. Superstructure has series of cross braces perpendicular to roadway instead of floor beams. Horizontal brace at mid-panel point on each truss. V-lacing on main members. Concrete curb and concrete deck with asphalt overlay.	APPROACH SPAN DETAILS: 4 steel I-beams with bolted and riveted cross bracing.

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, S-4(2)-1, 1953.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Engineer		

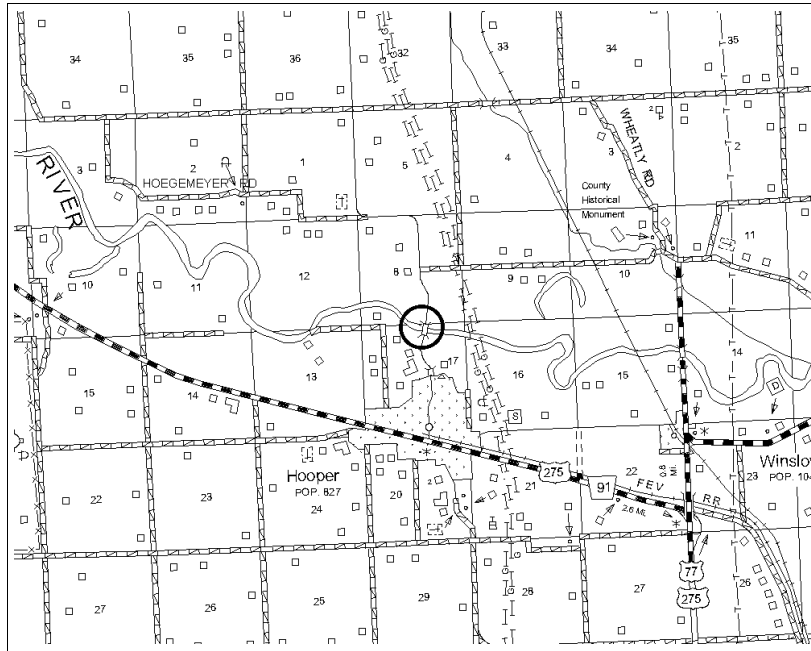
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



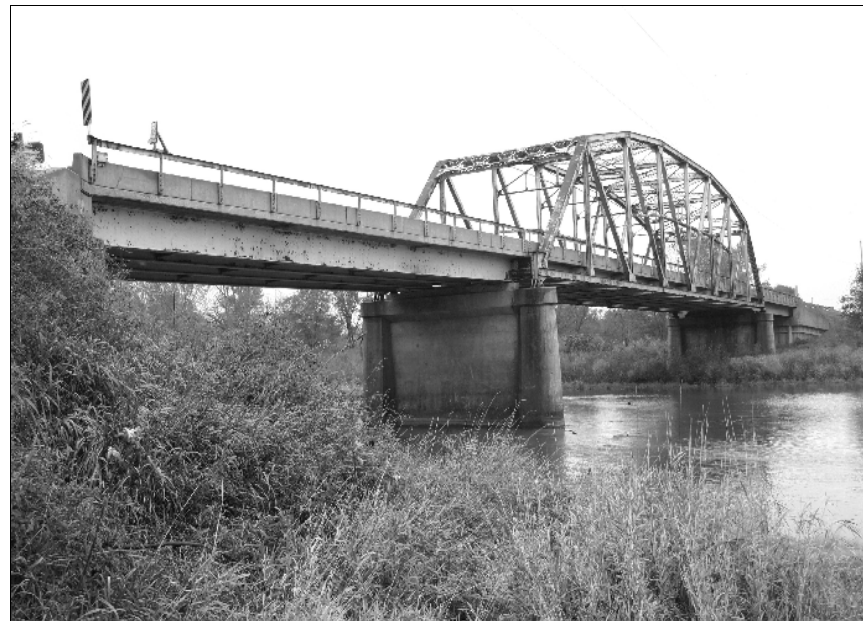
ADDITIONAL INFORMATION:

Handrail 1509-F on plans. State plans appear to use standard detail sheet. Concrete and steel substructure with 2 solid concrete piers. Originally built by the state on State Road Hooper - North.

SOURCES:

State bridge plans dated 1953 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002704205P	NeHBS NUMBER: DD00-338	YEAR BUILT: 1955
LOCATION: U BOULEVARD BETWEEN 25 & 26	FEATURE CARRIED: COUNTY ROAD U BOULEVARD	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Dodge	FEATURE CROSSED: RAWHIDE CREEK	

UTM ZONE: 14	NORTHING: 4,591,136.50	EASTING: 713,859.79	TOWNSHIP: 17	RANGE: 09	DIRECTION: E	SECTION: 17
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 40	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 39	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.7	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. 9 rolled I-beams with pipe separators. Bolted connections at juncture of beams and substructure. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

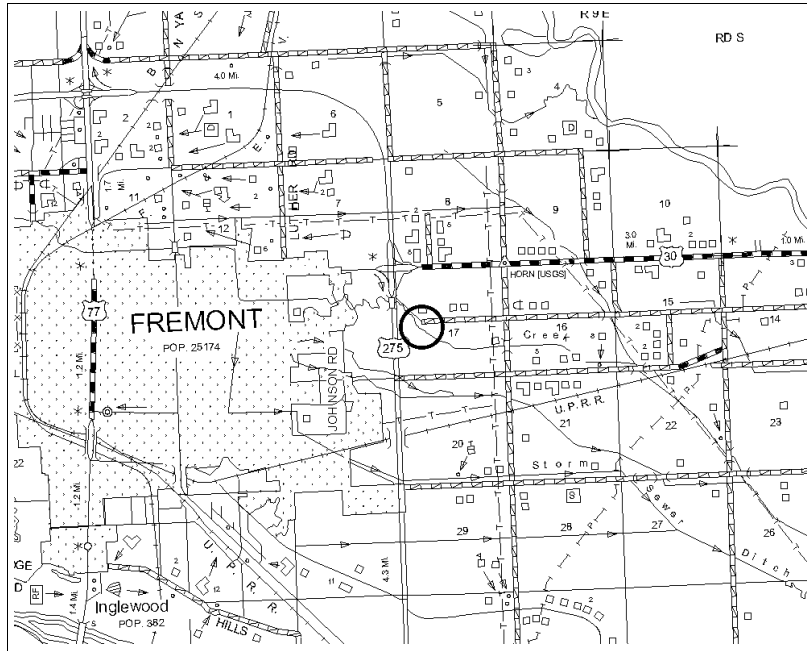
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S030 40704	NeHBS NUMBER: DD00-339	YEAR BUILT: 1929
LOCATION: 4W NORTH BEND	FEATURE CARRIED: US HIGHWAY 30	YEAR RECONSTRUCTED: 1957
DISTRICT: 2 COUNTY: Dodge	FEATURE CROSSED: NORTH BEND CUTOFF DITCH	

UTM ZONE: 14	NORTHING: 4,592,781.02	EASTING: 678,985.42	TOWNSHIP: 17	RANGE: 05	DIRECTION: E	SECTION: 04
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 51	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 49	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 38	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 42	MAIN SPAN DETAILS: Steel I-beam. Skewed, with 7 rolled I-beams with bent plate diaphragms. Concrete deck with curbs. Asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

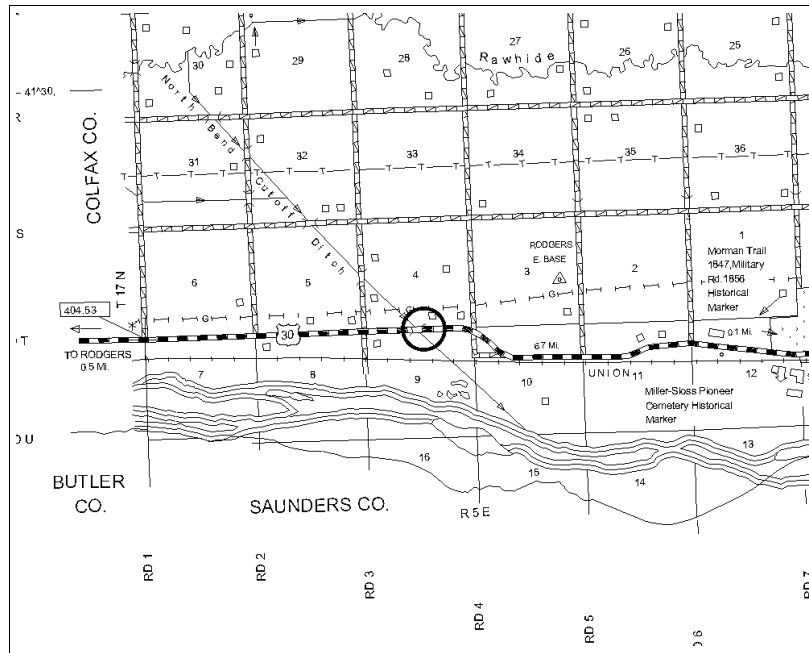
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S077 12541		NeHBS NUMBER:		YEAR BUILT: 1955	
LOCATION: US77/US275 INTRCHG		FEATURE CARRIED: US HIGHWAY 77		YEAR RECONSTRUCTED: 0	
DISTRICT: 2 COUNTY: Dodge		FEATURE CROSSED: US275			
UTM ZONE: 14 NORTHING: 4,608,195.92		EASTING: 708,210.00		TOWNSHIP: 19 RANGE: 08 DIRECTION E SECTION: 23	

STATUS: Nonextant

STRUCTURE LENGTH (FT): 182

LENGTH OF MAXIMUM SPAN (FT): 85

BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28.2

DECK WIDTH (OUT-TO-OUT) (FT): 32.7

OWNER: State Highway Agency

BRIDGE TYPE: Steel

Stringer/multibeam or girder

NUMBER OF MAIN SPANS: 3

MAIN SPAN DETAILS:

Deck steel girder, cantilever type, built with 45-degree skew. Bridge has hanger devices.

APPROACH SPAN TYPE:

NUMBER OF APPROACH SPANS: 0

APPROACH SPAN DETAILS:

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:				None.	
SUBSTRUCTURE:					
ENGINEER / DESIGNER:					
NDOR: S. N. Ress, State Bridge Engineer					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
SURROUNDING LAND USE:					

NBI HISTORIC CODE:

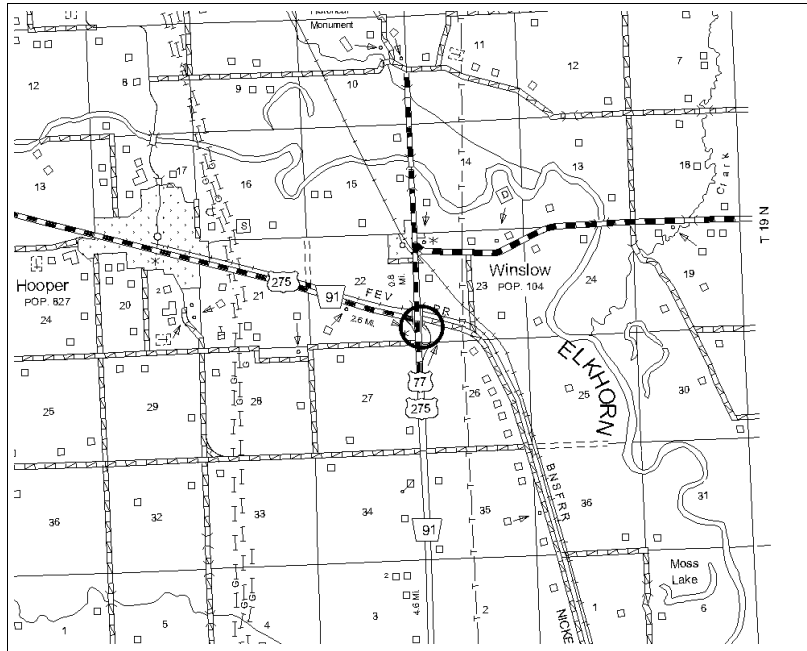
NATIONAL REGISTER DETERMINATION:

NATIONAL REGISTER DETERMINATION DATE:

REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED:

LOCATION MAP



PHOTOGRAPHS

ADDITIONAL INFORMATION:

Structure painted in 1976. Road construction at US77 and US275 intersection. No bridge exists at or near this intersection. Likely removed for planned improvements.

SOURCES:

Bridge plans dated 1955 located at NDOR.

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C002800405	NeHBS NUMBER:	DO00-027	YEAR BUILT:	1909
LOCATION:	JCT HIGHWAY N36/HIGHWAY N133 1N .8E	FEATURE CARRIED:	PAWNEE ROAD	YEAR RECONSTRUCTED:	1953
DISTRICT:	2	COUNTY:	Douglas	FEATURE CROSSED:	THOMAS CREEK

UTM ZONE:	14	NORTHING:	4,584,792.42	EASTING:	741,810.83	TOWNSHIP:	16	RANGE:	12	DIRECTION	E	SECTION:	07
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	72	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	32		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	20	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	20	MAIN SPAN DETAILS:	Steel I-beam. 11 rolled I-beams with pipe separators. Beams in center span are deeper than in other spans. Concrete deck with gravel overlay. Beams appear to be integrated into the concrete deck and welded to the pier cap.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

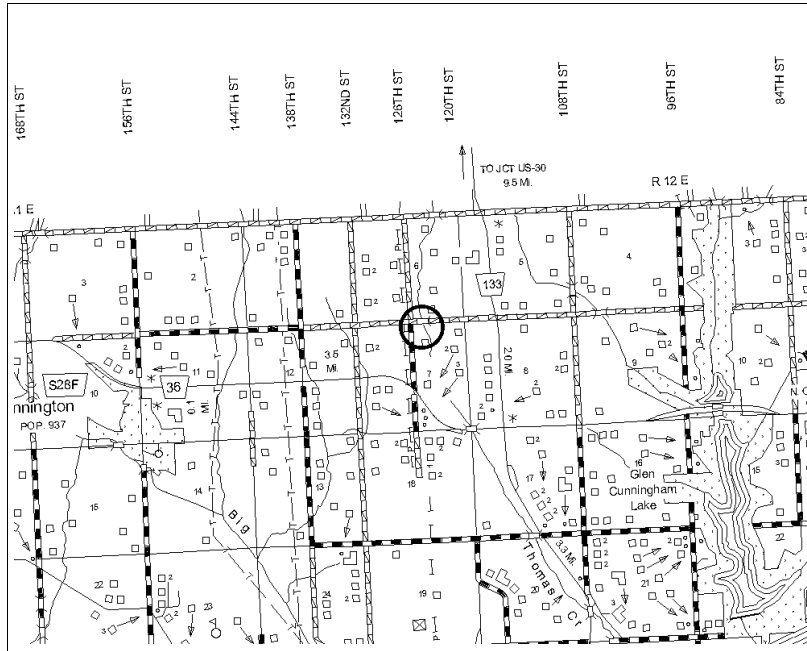
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002800410	NeHBS NUMBER: DO00-028	YEAR BUILT: 1907
LOCATION: JCT HIGHWAY N36/HIGHWAY N133 1N 1E	FEATURE CARRIED: PAWNEE ROAD AT 108TH S JCT	YEAR RECONSTRUCTED: 1954
DISTRICT: 2 COUNTY: Douglas	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,585,066.43	EASTING: 744,452.89	TOWNSHIP: 16	RANGE: 12	DIRECTION E	SECTION: 04
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STATUS: Extant - in service

OWNER:

STRUCTURE LENGTH (FT):

BRIDGE TYPE: Steel

APPROACH SPAN TYPE:

LENGTH OF MAXIMUM SPAN (FT): 32

Stringer/multibeam or girder

**BRIDGE ROADWAY WIDTH
(CURB-TO-CURB) (FT):** 20

NUMBER OF MAIN SPANS: 3

NUMBER OF APPROACH SPANS: 0

DECK WIDTH (OUT-TO-OUT) (FT): 20

MAIN SPAN DETAILS:

APPROACH SPAN DETAILS:

Steel I-beam. Skewed, with 11 rolled I-beams with pipe separators.
Concrete deck with gravel overlay.

TRUSS CONNECTION:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

RAILING: Metal

None.

SUBSTRUCTURE: Steel

ENGINEER / DESIGNER:

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

SURROUNDING LAND USE:

Agricultural

NBI HISTORIC CODE:

NATIONAL REGISTER DETERMINATION:

NATIONAL REGISTER DETERMINATION DATE:

5 - Not eligible for the NRHP

Not eligible

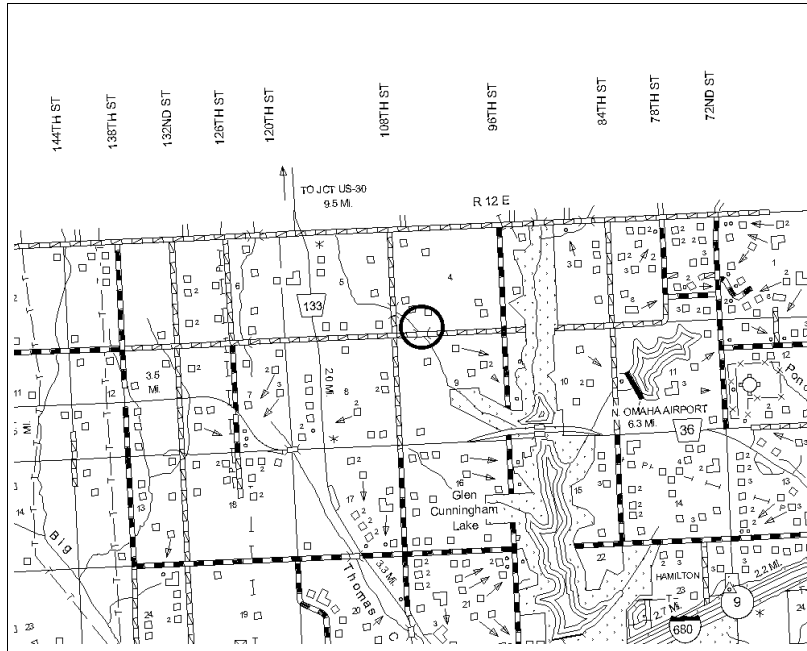
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. Timber and steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002800810	NeHBS NUMBER: DO00-029	YEAR BUILT: 1958
LOCATION: 2N 2.5E OF VALLEY	FEATURE CARRIED: RAINWOOD ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Douglas	FEATURE CROSSED: RAWHIDE CREEK	

UTM ZONE: 14	NORTHING: 4,581,116.06	EASTING: 725,461.13	TOWNSHIP: 16	RANGE: 10	DIRECTION E	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 42	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Pratt pony truss. Combination of welded and bolted connections. "Lackawanna" stamped on members. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

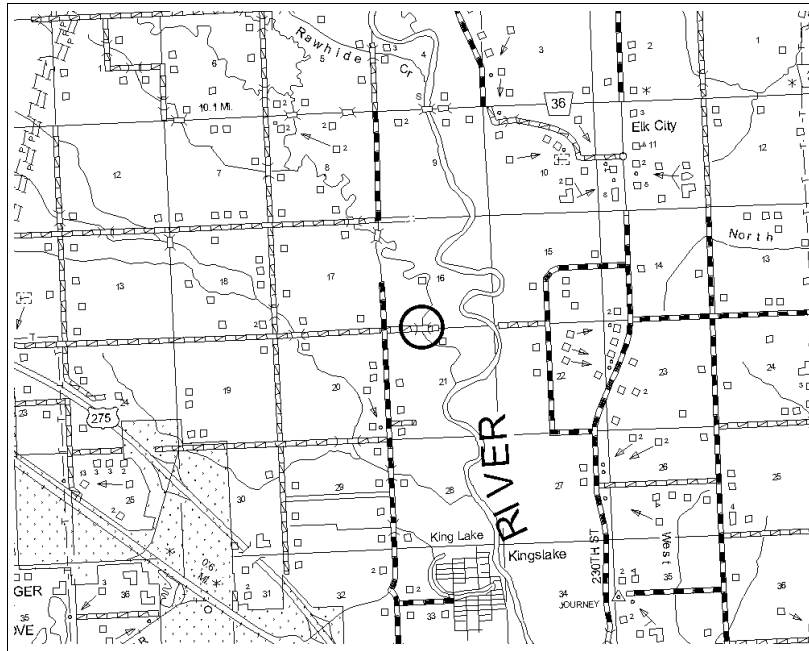
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C002801605	NeHBS NUMBER: DO00-030	YEAR BUILT: 1955
LOCATION: 1SW OF VALLEY	FEATURE CARRIED: WEST MAPLE ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Douglas	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,574,493.40	EASTING: 720,917.05	TOWNSHIP: 15	RANGE: 09	DIRECTION: E	SECTION: 12
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 62	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 18	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 18.1	MAIN SPAN DETAILS: Pratt pony truss. V-lacing on top chord. "Illinois S USA" stamped on main members. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

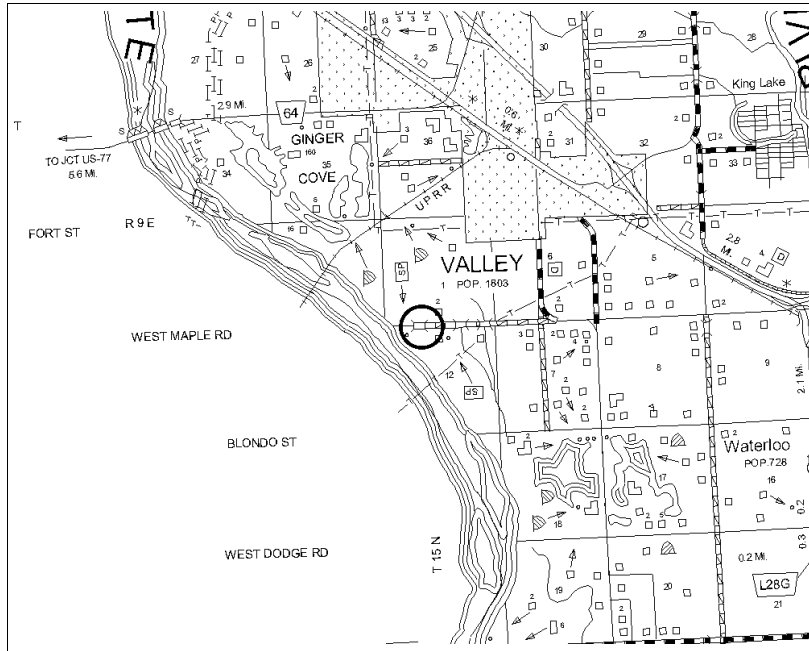
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing walls. "Bethlehem" fabricator stamp on metal railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S480 00413	NeHBS NUMBER:	DO09:0069-002	YEAR BUILT:	1966
LOCATION:	ECL OMAHA	FEATURE CARRIED:	I-480/US HIGHWAY 6	YEAR RECONSTRUCTED:	2001
DISTRICT:	2	COUNTY:	Douglas	FEATURE CROSSED:	UPRR/MO RIVER 816-759-D

UTM ZONE:	14	NORTHING:	4,568,919.82	EASTING:	759,683.46	TOWNSHIP:	RANGE:	DIRECTION	SECTION:
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	1687	BRIDGE TYPE:	Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	425		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	109.7	NUMBER OF MAIN SPANS:	8	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	115	MAIN SPAN DETAILS:	Deck steel-plate girder. Continuous, with five lines of welded variable-depth plate-girders with cross-frame bracing. Girders are 24.5 ft. deep at piers. Concrete deck. Main span of 425 ft. places this bridge among the longest-span steel girder bridges in the world. Depth of girders makes them among the largest in use on bridges.		

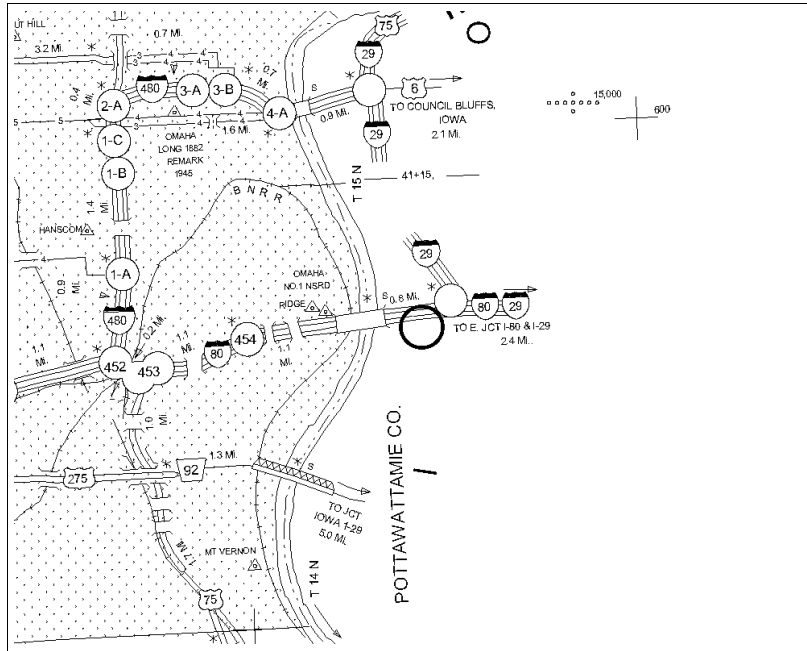
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Concrete				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:	Howard, Needles, Tammen & Bergendoff				

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	City (areas of urban development)				
SURROUNDING LAND USE:	Industrial				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2005
REASON FOR NATIONAL REGISTER DETERMINATION:	Interstate Exemption	

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Designed for electrical installation and light standards. Designed to 1961 and 1963 AASHO Standard Specifications for Highway Bridges. Completed in 1965-1966, it crosses the Missouri River with world-class-size all-welded, built-up steel girders. This continuous structure has five lines of variable-depth girders in eight main spans. At the piers, the girders are 24.5 feet deep. The maximum main span length is 425 feet, which places this bridge in a group of the longest-span, steel-girder bridges in the world. Prepared by the National Steel Bridge Alliance, World's Longest Bridge Spans identifies steel-girder spans from 400 to 1,234 feet. The bridge retains complete design integrity of the steel-girders.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S680 01343L	NeHBS NUMBER: DO09:0259-002	YEAR BUILT: 1975
LOCATION: ECL OMAHA	FEATURE CARRIED: I-680	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Douglas	FEATURE CROSSED: MISSOURI RIVER	

UTM ZONE: 14	NORTHING: 4,580,240.24	EASTING: 754,949.68	TOWNSHIP: 16	RANGE: 13	DIRECTION E	SECTION: 28
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 1711	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE: Steel continuous
LENGTH OF MAXIMUM SPAN (FT): 420	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 40	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 7
DECK WIDTH (OUT-TO-OUT) (FT): 42.3	MAIN SPAN DETAILS: Cantilevered overhead truss.	APPROACH SPAN DETAILS: 5 I-beams. 2 approach spans on west side and 5 approach spans on east side.

TRUSS CONNECTION:	Riveted
RAILING:	Concrete barrier
SUBSTRUCTURE:	Concrete
ENGINEER / DESIGNER:	

Harrington & Cortelyou, Kansas City, Consulting Engineers

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:
City (areas of urban development)

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

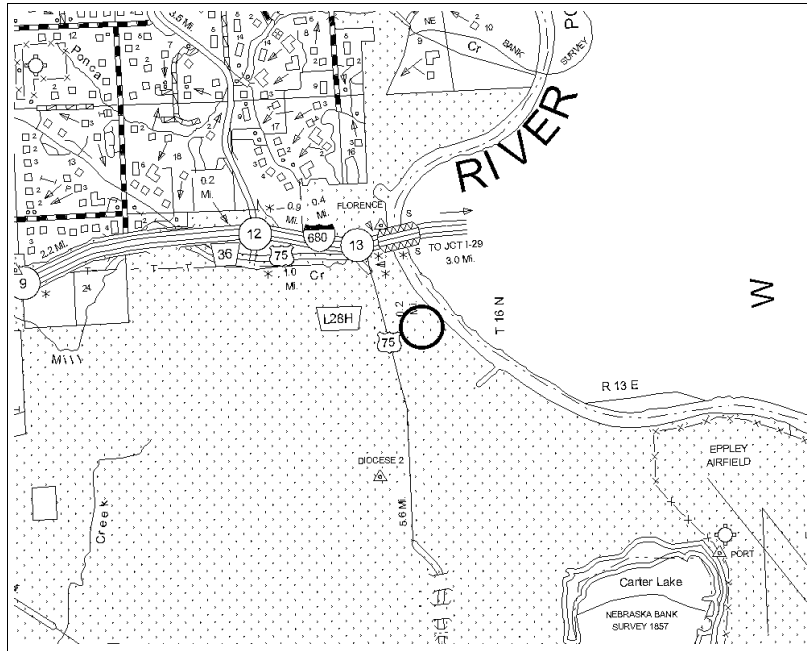
SURROUNDING LAND USE:
Industrial

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2005

REASON FOR NATIONAL REGISTER DETERMINATION:
Interstate Exemption

REASON NOT EVALUATED: Surveyed as parallel structure of S480 00413 even though this structure is not 50 years old.

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete open piers. The Mormon Bridge spans (S680 01343R and S680 01343L) were included in the field survey but were not evaluated for National Register eligibility because they carry an Interstate route and are subject to the Interstate Exemption.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S680 01343R	NeHBS NUMBER: DO09:0259-001	YEAR BUILT: 1952
LOCATION: ECL OMAHA	FEATURE CARRIED: I-680	YEAR RECONSTRUCTED: 1986
DISTRICT: 2 COUNTY: Douglas	FEATURE CROSSED: MISSOURI RIVER	

UTM ZONE: 14	NORTHING: 4,580,240.24	EASTING: 754,949.68	TOWNSHIP: 16	RANGE: 13	DIRECTION E	SECTION: 28
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 1603	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE: Steel continuous
LENGTH OF MAXIMUM SPAN (FT): 420	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 6
DECK WIDTH (OUT-TO-OUT) (FT): 28.5	MAIN SPAN DETAILS: Cantilevered overhead truss.	APPROACH SPAN DETAILS: 2 approach spans on west side and 4 approach spans on east side.

TRUSS CONNECTION: Riveted
RAILING: Concrete barrier
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:
Harrington & Cortelyou, Kansas City

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

Mormon Pioneer Memorial Bridge, Erected June 1, 1953. No. 131. The plaque has 3 paragraphs that tell the history of the Mormon Pioneer Trail and various events that took place in the surrounding area.

TYPE OF DEVELOPMENT:
City (areas of urban development)
SURROUNDING LAND USE:
Industrial

ALTERATIONS:
Replaced deck, curb & railings on entire bridge
Reconstructed approach spans
Replaced of main members

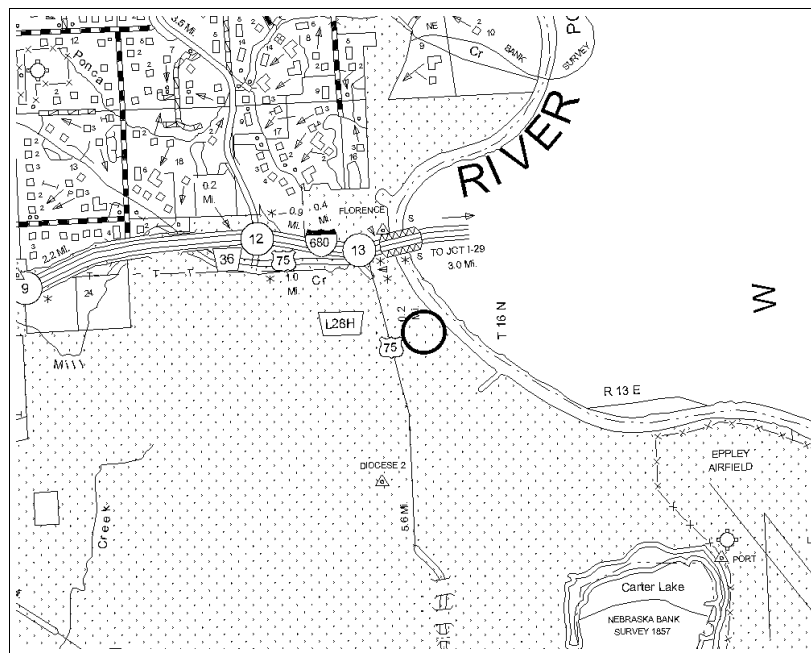
DATE OF ALTERATION (IF KNOWN):
1986
1986
1986

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2005

REASON FOR NATIONAL REGISTER DETERMINATION:
Interstate Exemption

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Open concrete piers. Richard Ferguson, Omaha - Associate Engineers and Industrial Contracting Co.- builders. Replaced selected floor beams & stringers in truss. The Mormon Bridge spans (S680 01343R and S680 01343L) were included in the field survey but were not evaluated for National Register eligibility because they carry an Interstate route and are subject to the Interstate Exemption.

SOURCES:

EASTBOUND Plans-1950/51, rev 1953 As Constructed

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: U182503505R	NeHBS NUMBER:	YEAR BUILT: 1963
LOCATION: 144TH @ F ST AT INDUSTRIAL	FEATURE CARRIED: 144TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Douglas	FEATURE CROSSED: WEST BRANCH PAPILLION CREEK	

UTM ZONE: 14	NORTHING: 4,567,313.93	EASTING: 739,875.76	TOWNSHIP: 15	RANGE: 11	DIRECTION: E	SECTION: 36
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STATUS: Nonextant	OWNER: City or Municipal Highway Agency
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STRUCTURE LENGTH (FT): 1860	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 720	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 32	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 40.6	MAIN SPAN DETAILS: 5 I-beams. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: City (areas of urban development)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Commercial		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
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REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED: Replaced in 1981.

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S034 00513	NeHBS NUMBER: DN00-095	YEAR BUILT: 1960
LOCATION: 3W HAIGLER	FEATURE CARRIED: US HIGHWAY 34	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Dundy	FEATURE CROSSED: ARIKAREE RIVER	

UTM ZONE: 14	NORTHING: 4,435,123.89	EASTING: 246,708.95	TOWNSHIP: 01	RANGE: 41	DIRECTION W	SECTION: 29
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STATUS: Extant - in service	OWNER: State Highway Agency	
STRUCTURE LENGTH (FT): 323	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 100	Stringer/multibeam or girder	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 32.7	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, composite, with four lines of welded plate-girders with cross bracing. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

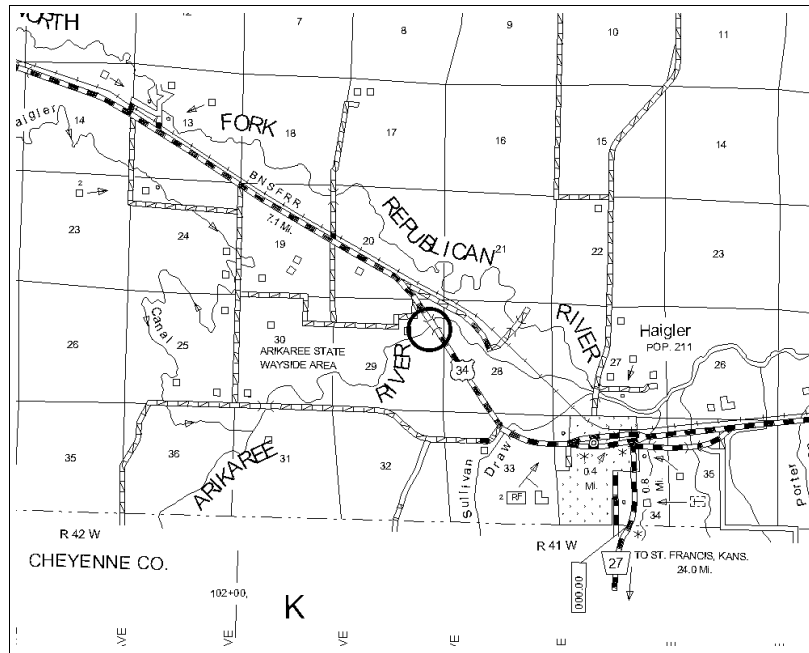
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Remodeled curb (see additional information)	DATE OF ALTERATION (IF KNOWN): 2001
SURROUNDING LAND USE: Agricultural	Change in railing/parapet	

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished later example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Unbalanced span arrangement: continuous for symmetrical spans Nos. 2-4; short span No. 1 has hinged connection. Three solid concrete piers. Old bolts indicate railing alteration. Remodeled curb included removal of original railing and replacement with a concrete barrier on original curb. Plans indicate shop welding.

SOURCES:

Bridge plans dated 1960 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S034 00631	NeHBS NUMBER: DN00-096	YEAR BUILT: 1960
LOCATION: 1W HAIGLER	FEATURE CARRIED: US HIGHWAY 34	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Dundy	FEATURE CROSSED: SULLIVAN DRAW	

UTM ZONE: 14	NORTHING: 4,433,790.91	EASTING: 247,803.85	TOWNSHIP: 01	RANGE: 41	DIRECTION W	SECTION: 33
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 110	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 44	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.6	MAIN SPAN DETAILS: Concrete slab. Variable depth. Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

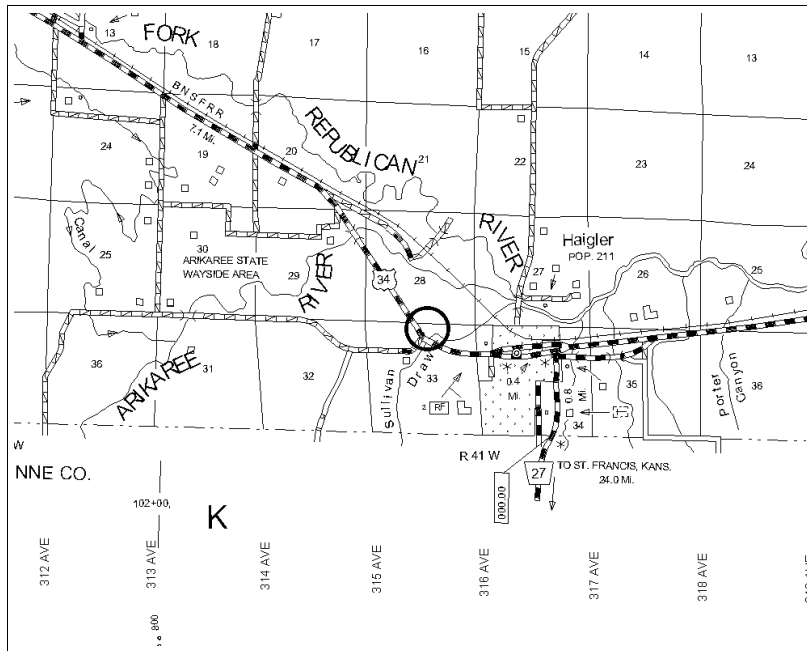
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Sheet piling wing walls and abutments with concrete caps. 2 piers with 10 piles each and concrete cap integrated into bottom of bridge deck. Steel piling supports at abutments. Old bolts on concrete indicate metal railing removed.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C003000405P	NeHBS NUMBER: FM00-153	YEAR BUILT: 1914
LOCATION: 2.9N 2.5E GRAFTON	FEATURE CARRIED: COUNTY ROAD B	YEAR RECONSTRUCTED: 1948
DISTRICT: 4 COUNTY: Fillmore	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,503,721.84	EASTING: 612,823.97	TOWNSHIP: 08	RANGE: 03	DIRECTION W	SECTION: 09
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.4	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Pratt pony truss. 9 steel stringers and 2 steel floor beams. Main connection type is pinned but some minor members are riveted. V-lacing on main members with rivets. "Cambria" stamped on main members. Timber deck.	APPROACH SPAN DETAILS:

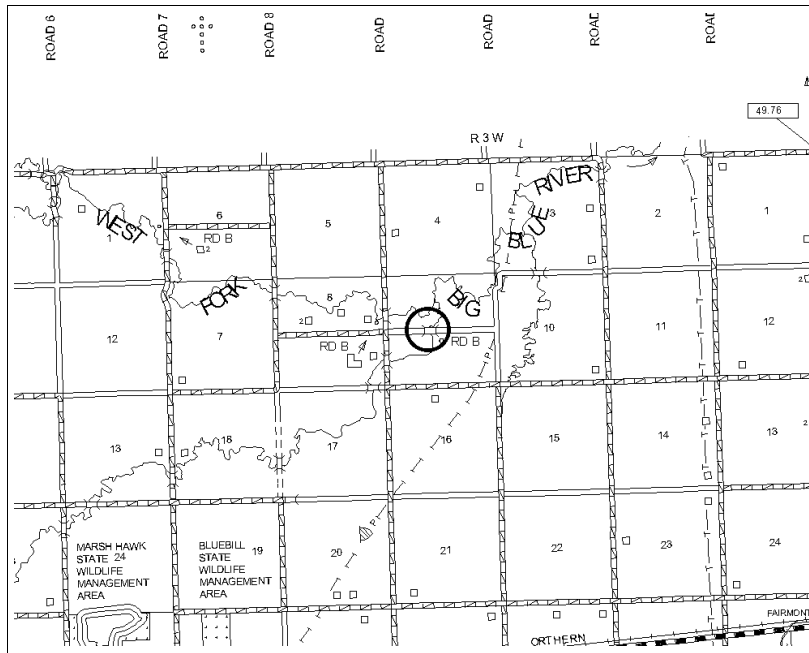
TRUSS CONNECTION: Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C003003915	NeHBS NUMBER:	FM00-154	YEAR BUILT:	1952
LOCATION:	S JCT US HIGHWAY 81/HIGHWAY N41 7E 1.1N	FEATURE CARRIED:	COUNTY ROAD 20	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	Fillmore	FEATURE CROSSED:	TURKEY CREEK

UTM ZONE:	14	NORTHING:	4,487,164.05	EASTING:	630,161.83	TOWNSHIP:	07	RANGE:	01	DIRECTION W	SECTION:	32
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	142	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	60		Slab		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	22.2	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	24.2	MAIN SPAN DETAILS:	Continuous concrete slab. Variable depth. Concrete curb and barrier.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				Capacity 20 tons, S-16(2)-1, 1952.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

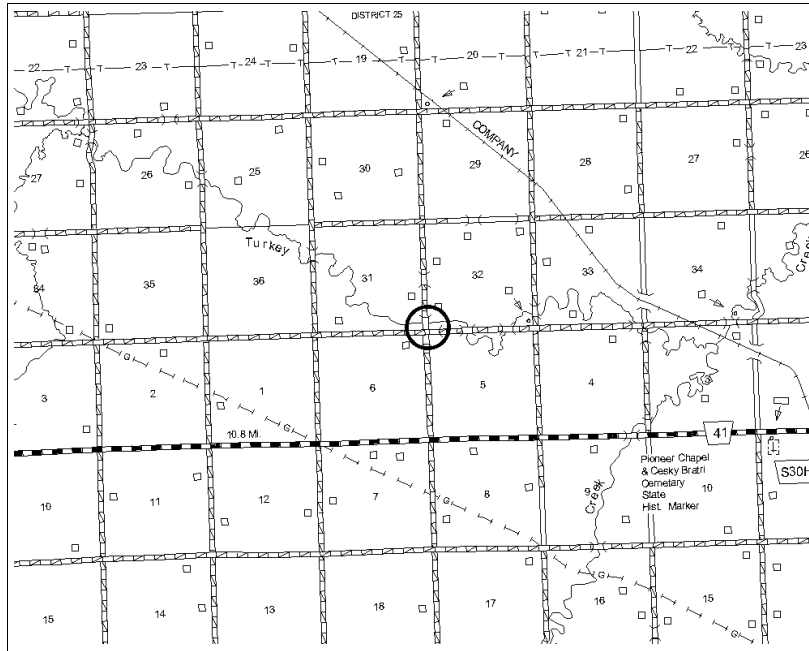
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Combination of timber and concrete abutments. Timber wing walls. Solid concrete piers.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S081 03905	NeHBS NUMBER:	FM00-155	YEAR BUILT:	1940
LOCATION:	1N GENEVA	FEATURE CARRIED:	US HIGHWAY 81 OLD ALIGNMENT	YEAR RECONSTRUCTED:	1959
DISTRICT:	4	COUNTY:	Fillmore	FEATURE CROSSED:	TURKEY CREEK

UTM ZONE:	14	NORTHING:	4,489,010.79	EASTING:	618,835.14	TOWNSHIP:	07	RANGE:	03	DIRECTION	W	SECTION:	25
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	95	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	36		Slab		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	30.2	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	35.2	MAIN SPAN DETAILS:	Concrete deck with asphalt overlay. Concrete curbs.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				Capacity 20 tons, F-159(5)-1, 1960.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Widened		1959	
SURROUNDING LAND USE:					
Agricultural					

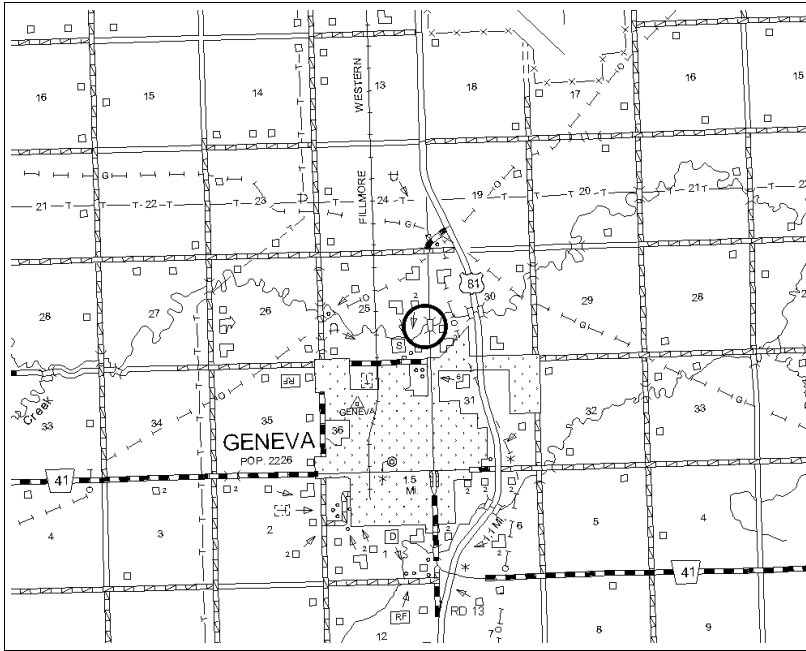
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete and timber abutments. 2 concrete piles. Year reconstructed corresponds to widening project.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C003200305P **NeHBS NUMBER:** FT00-173 **YEAR BUILT:** 1961
LOCATION: S JCT US HIGHWAY 83/HIGHWAY N23 18.8S 5.5W **FEATURE CARRIED:** FAS 1525 **YEAR RECONSTRUCTED:** 0

DISTRICT: 7 **COUNTY:** Frontier **FEATURE CROSSED:** RED WILLOW CREEK

UTM ZONE: 14 **NORTHING:** 4,472,142.16 **EASTING:** 351,604.25 **TOWNSHIP:** 05 **RANGE:** 30 **DIRECTION:** W **SECTION:** 20

STATUS: Extant - not in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 118 **BRIDGE TYPE:** Wood or timber **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 29 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23 **NUMBER OF MAIN SPANS:** 4 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 24 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Multiple timber stringers. Timber deck.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam
SUBSTRUCTURE: Timber
ENGINEER / DESIGNER: None.

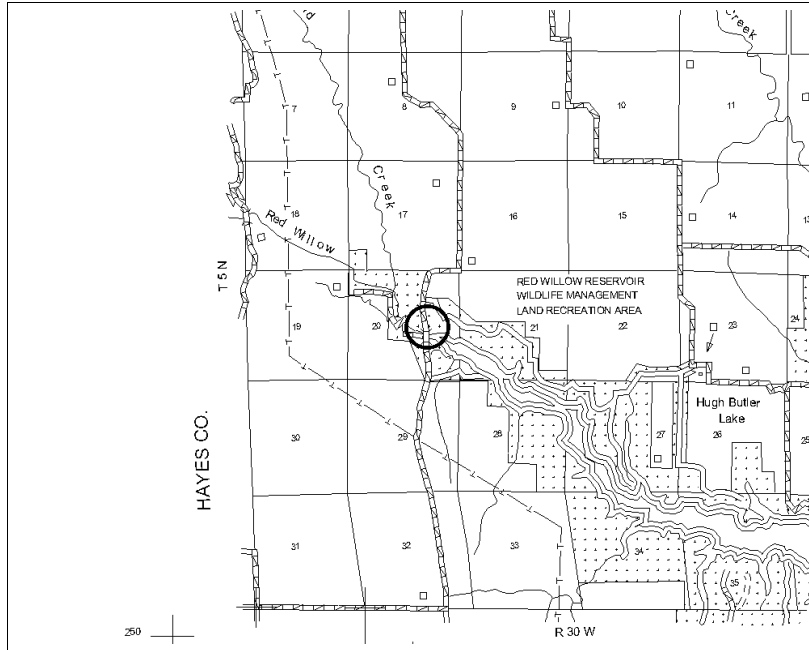
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
5 - Not eligible for the NRHP Not eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. No wing walls. Timber piers. Railing is timber verticals with metal beam guardrail.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S083 04610	NeHBS NUMBER: FT00-174	YEAR BUILT: 1955
LOCATION: 3SW MAYWOOD	FEATURE CARRIED: US HIGHWAY 83	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Frontier	FEATURE CROSSED: BRUSHY CREEK	

UTM ZONE: 14	NORTHING: 4,499,146.97	EASTING: 362,151.34	TOWNSHIP: 08	RANGE: 29	DIRECTION W	SECTION: 29
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 162	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28.5	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 33	MAIN SPAN DETAILS: Steel I-beam. Cantilever, with 5 rolled I-beams with bent plate diaphragms. 3 sections form the entire span. One beam section has threaded pin connection and other has hanger pin connection. Concrete deck with parapets and asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		Capacity 20 tons, F-221(7)-2, 1955.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

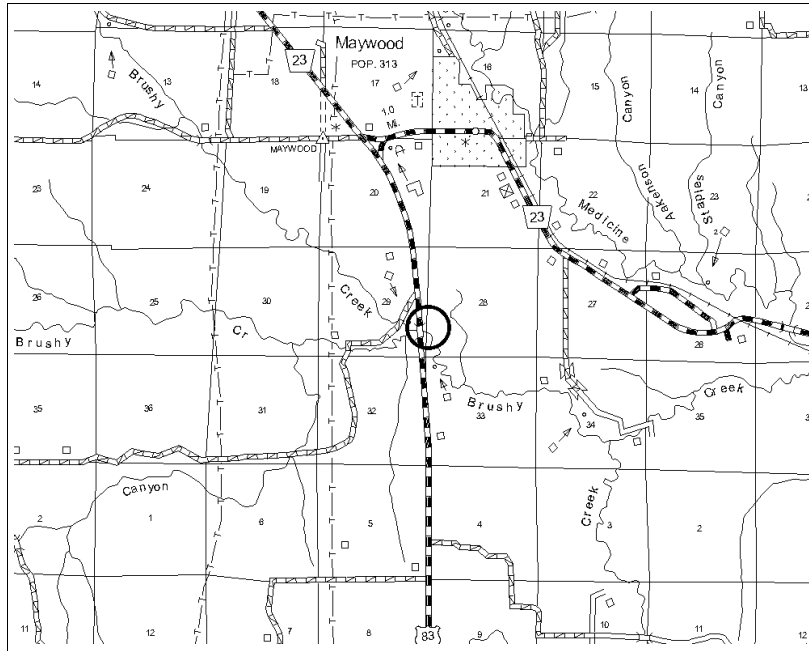
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Sheet pile abutments capped with concrete. Steel piles at abutments. 2 open concrete piers. Bolts from previous railing on curb indicate alteration.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C003304510 **NeHBS NUMBER:** FN00-118 **YEAR BUILT:** 1950
LOCATION: JCT US HIGHWAY 283/HIGHWAY N89 6E .5N **FEATURE CARRIED:** COUNTY ROAD 430 **YEAR RECONSTRUCTED:** 0
DISTRICT: 7 **COUNTY:** Furnas **FEATURE CROSSED:** BEAVER CREEK

UTM ZONE: 14 **NORTHING:** 4,443,402.58 **EASTING:** 433,553.63 **TOWNSHIP:** 02 **RANGE:** 22 **DIRECTION W** **SECTION:** 14

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 170 **BRIDGE TYPE:** Concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 47 Slab
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25 **NUMBER OF MAIN SPANS:** 5 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 25 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Concrete deck and concrete curb. Variable depth.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal tube/pipe Capacity 20 tons, S-296(1)-1, 1950.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

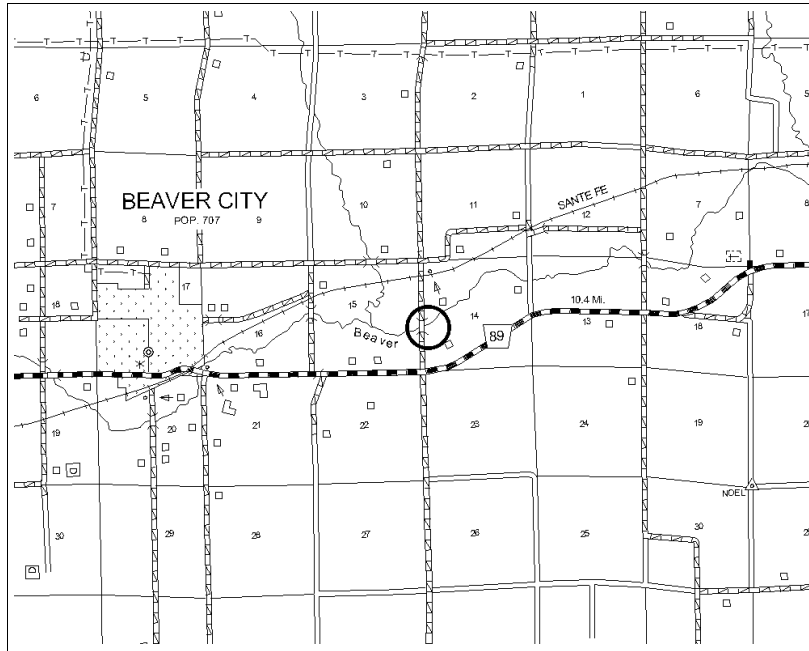
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
5 - Not eligible for the NRHP Not eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete wing walls and abutments. 4 piers with 3 concrete piles and integral concrete "cap" on each.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S089 04965	NeHBS NUMBER: FN00-119	YEAR BUILT: 1955
LOCATION: 5W STAMFORD	FEATURE CARRIED: HIGHWAY N89	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Furnas	FEATURE CROSSED: BEAVER CREEK	

UTM ZONE: 14	NORTHING: 4,444,258.73	EASTING: 441,937.56	TOWNSHIP: 02	RANGE: 21	DIRECTION W	SECTION: 15
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 169	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 47	Frame	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.2	NUMBER OF MAIN SPANS: 5	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.6	MAIN SPAN DETAILS: Concrete curb and deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, F-30(13)-1, 1955.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

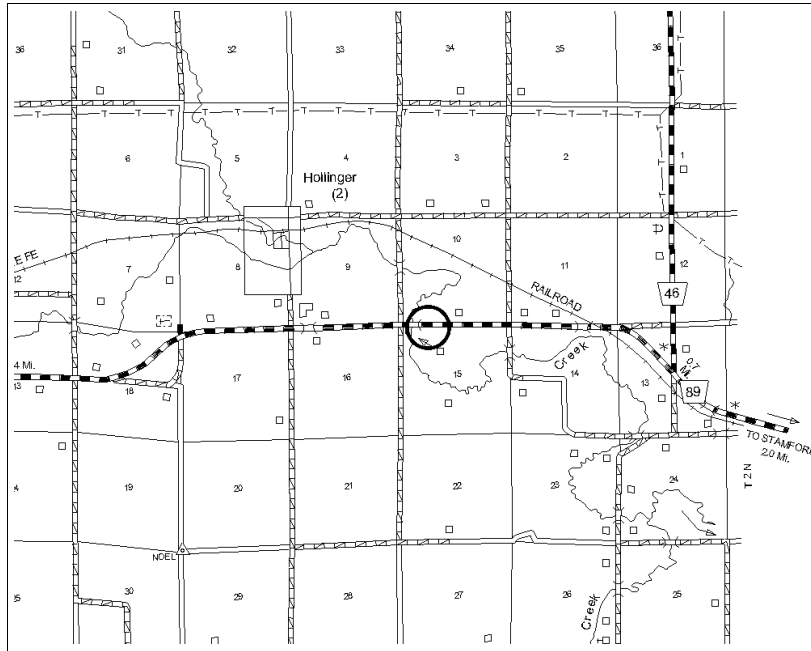
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. 4 piers consist of 4 concrete columns and integrated concrete cap.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S089 05119	NeHBS NUMBER: FN00-120	YEAR BUILT: 1955
LOCATION: 3W STAMFORD	FEATURE CARRIED: HIGHWAY N89	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Furnas	FEATURE CROSSED: BEAVER CREEK	

UTM ZONE: 14	NORTHING: 4,444,240.60	EASTING: 444,350.98	TOWNSHIP: 02	RANGE: 21	DIRECTION W	SECTION: 11
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Tee beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 34.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 37.6	MAIN SPAN DETAILS: 5 concrete beams. Concrete diaphragm. Concrete curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, F-30(13)-2, 1955.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

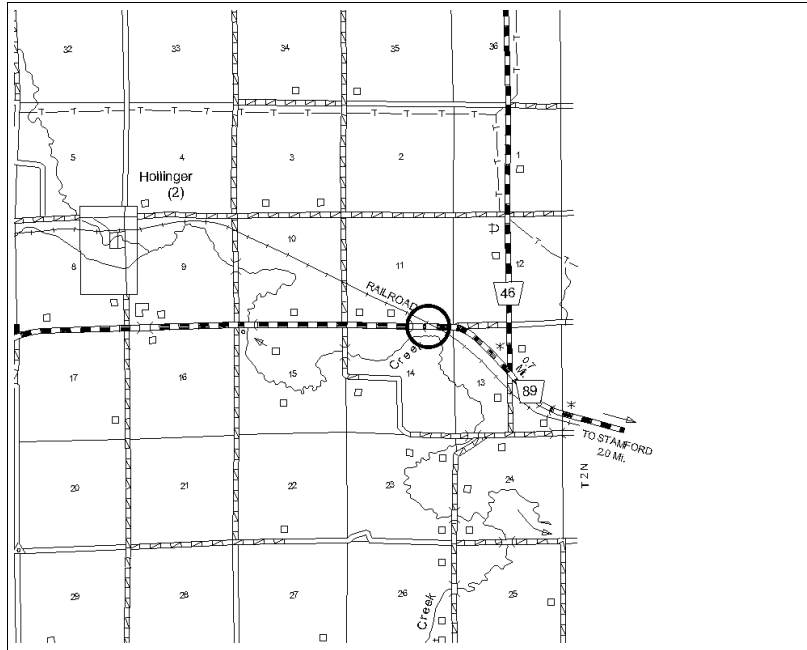
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. New metal beam guardrail in front of old metal railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S136 00212B	NeHBS NUMBER: FN00-121	YEAR BUILT: 1948
LOCATION: 1S EDISON	FEATURE CARRIED: COUNTY ROAD 430	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Furnas	FEATURE CROSSED: REPUBLICAN RIVER	

UTM ZONE: 14	NORTHING: 4,458,754.61	EASTING: 433,971.94	TOWNSHIP: 04	RANGE: 22	DIRECTION W	SECTION: 35
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 654	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 78	Stringer/multibeam or girder	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.2	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 6
DECK WIDTH (OUT-TO-OUT) (FT): 24.4	MAIN SPAN DETAILS: Steel I-beam. Cantilevered, with 4 rolled I-beams with bent plate diaphragms. Threaded pin connections. Hanger pins. Concrete deck with curbs and parapets.	APPROACH SPAN DETAILS: 4 steel girders. Concrete deck.

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, ER-S-13(3)-2, 1948.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		
NDOR: Klietsch (?)		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

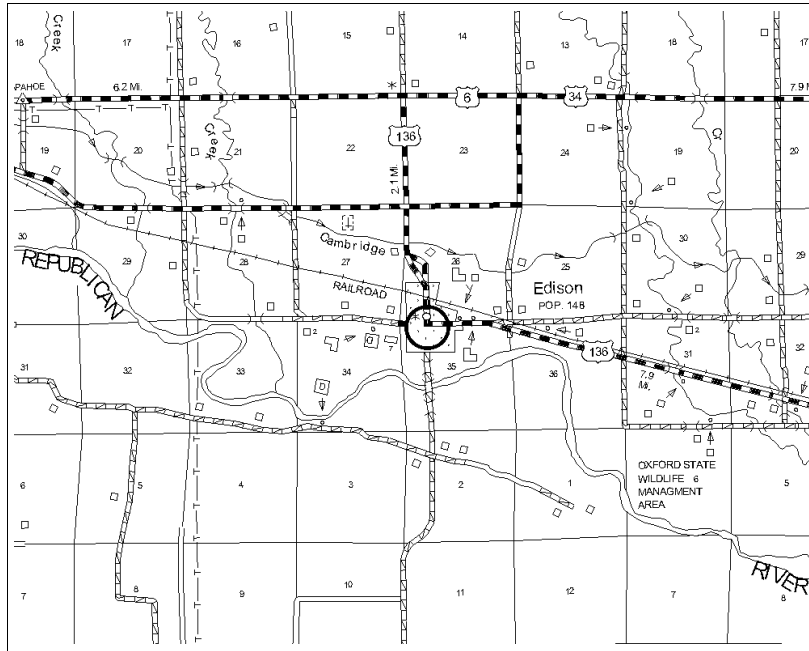
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. 8 solid concrete piers. Standard Plans 1587-B and 1587-C and railing 1509-F on plans. No longer on US Highway 136.

SOURCES:

Bridge plans dated 1948 located at NDOR.
Only 1 sheet of superstructure

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C003402005	NeHBS NUMBER:	GA00-405	YEAR BUILT:	1965
LOCATION:	JCT HIGHWAY N4/HIGHWAY N103 .4E 6.2N	FEATURE CARRIED:	WEST CHESTNUT ROAD	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Gage	FEATURE CROSSED:	BIG BLUE RIVER

UTM ZONE:	14	NORTHING:	4,473,518.52	EASTING:	677,663.22	TOWNSHIP:	05	RANGE:	05	DIRECTION	E	SECTION:	18
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	283	BRIDGE TYPE:	Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	122		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	26.2	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	28.3	MAIN SPAN DETAILS:	Deck steel-plate girder. Continuous, with four lines of welded plate-girders with cross bracing. Concrete deck and concrete curb. Original railing.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal				Capacity 20 tons, 8-533 (10)-1, 1964.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

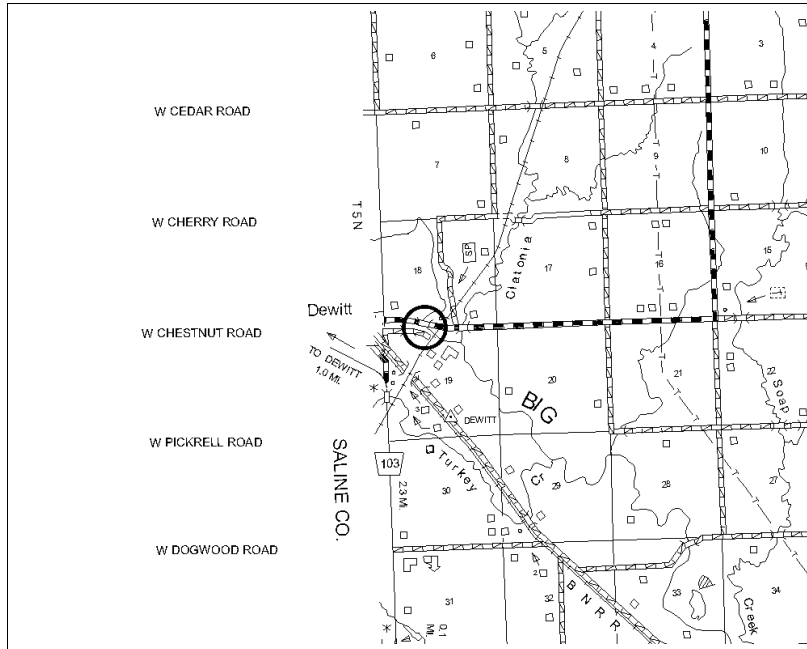
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished later example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and solid concrete piers have corrugated metal wrapped around outside on both ends. Abutments have concrete caps on steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C003426030	NeHBS NUMBER: GA00-406	YEAR BUILT: 1955
LOCATION: JCT N8/S-34A 1.1W 4N	FEATURE CARRIED: S COUNTY ROAD 162	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Gage	FEATURE CROSSED: WOLF CREEK	

UTM ZONE: 14	NORTHING: 4,442,213.99	EASTING: 712,804.75	TOWNSHIP: 02	RANGE: 08	DIRECTION: E	SECTION: 27
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 71	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.3	MAIN SPAN DETAILS: Steel I-beam. Skewed, with 5 rolled I-beams with bent plate separators.. Concrete deck and curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

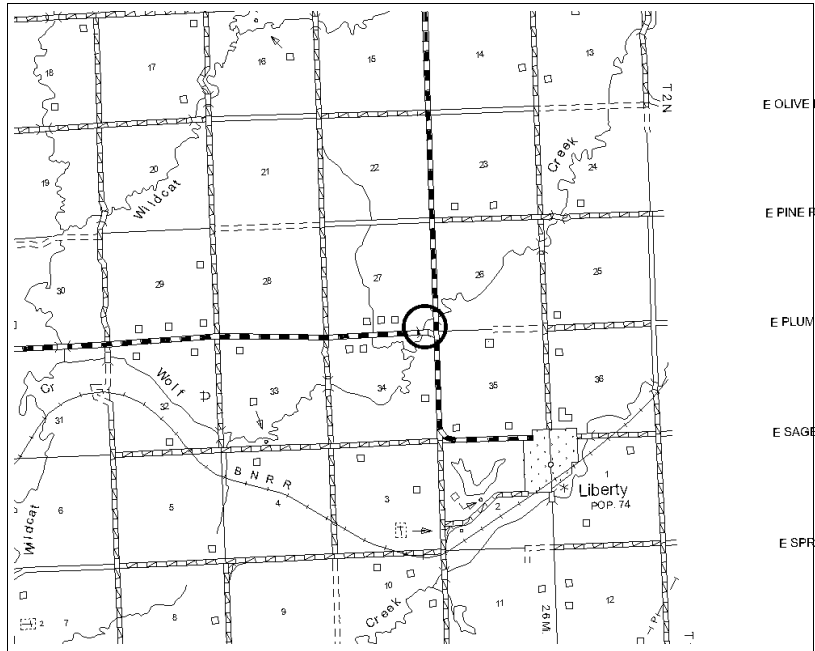
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Bridge plans reference standard plans 1542-A, 1587-B, and 1587-C.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C003436240	NeHBS NUMBER: GA11-015	YEAR BUILT: 1955
LOCATION: .2E OF LIBERTY	FEATURE CARRIED: 8TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Gage	FEATURE CROSSED: PLUM CREEK	

UTM ZONE: 14	NORTHING: 4,440,613.02	EASTING: 715,125.16	TOWNSHIP: 02	RANGE: 08	DIRECTION E	SECTION: 36
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 62	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.3	MAIN SPAN DETAILS: Steel I-beam. 5 rolled I-beams with bent plate diaphragms. Concrete deck with curbs and parapets.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Y-N-I-I, 15 tons, FAS-613(3)-1 1955.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

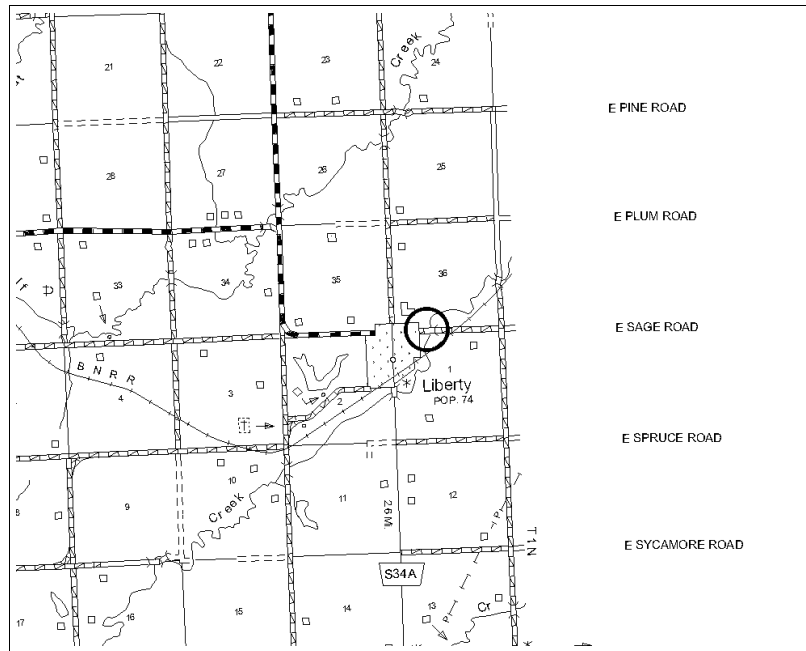
TYPE OF DEVELOPMENT: Town (small communities)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S004 15219	NeHBS NUMBER: GA00-407	YEAR BUILT: 1953
LOCATION: 4W BEATRICE	FEATURE CARRIED: HIGHWAY N4	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Gage	FEATURE CROSSED: CUB CREEK	

UTM ZONE: 14	NORTHING: 4,458,678.79	EASTING: 684,112.76	TOWNSHIP: 03	RANGE: 05	DIRECTION E	SECTION: 02
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 181	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 75	Frame	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.5	MAIN SPAN DETAILS: 5 beams. Concrete deck and curb. Curved deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, 8-2-15(3)-1, 1953.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

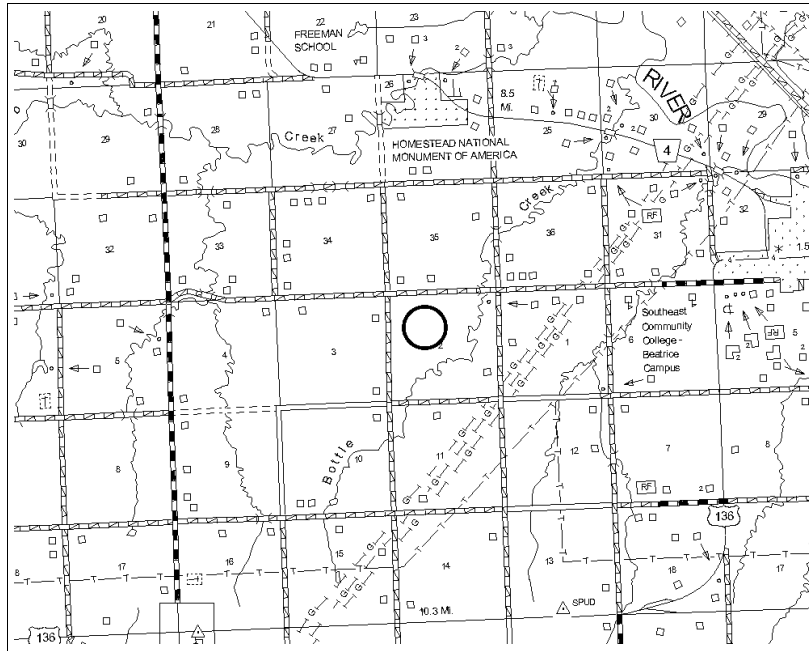
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutment. Sidewalk on south side with concrete barrier to road. Simple metal railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S004 15408	NeHBS NUMBER: GA00-408	YEAR BUILT: 1954
LOCATION: 2W BEATRICE	FEATURE CARRIED: HIGHWAY N4	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Gage	FEATURE CROSSED: BOTTLE CREEK	

UTM ZONE: 14	NORTHING: 4,461,523.81	EASTING: 686,878.78	TOWNSHIP: 04	RANGE: 06	DIRECTION E	SECTION: 30
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Tee beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28.5	MAIN SPAN DETAILS: 4 Tee-beams with concrete cross bracing. Concrete curb and deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, 8-215-(4)-1, 1954.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

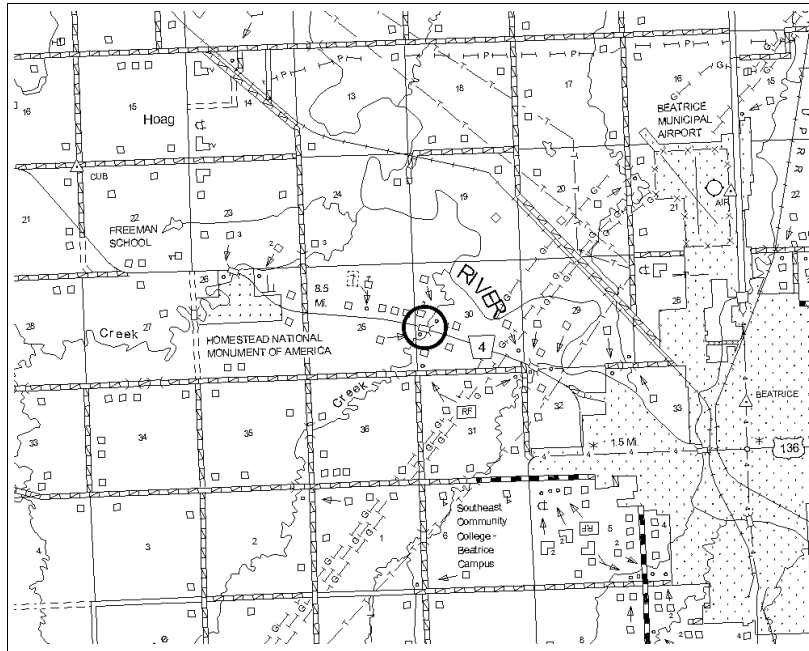
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Simple metal railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S004 15513	NeHBS NUMBER: GA00-409	YEAR BUILT: 1954
LOCATION: 1W BEATRICE	FEATURE CARRIED: HIGHWAY N4	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Gage	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,461,011.16	EASTING: 688,593.01	TOWNSHIP: 04	RANGE: 06	DIRECTION E	SECTION: 29
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 51	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Tee beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28.5	MAIN SPAN DETAILS: 4 Tee-beams with perpendicular tee beams for cross bracing. Tee beams rest on bearings.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, 8-215-(4)-1, 1954.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

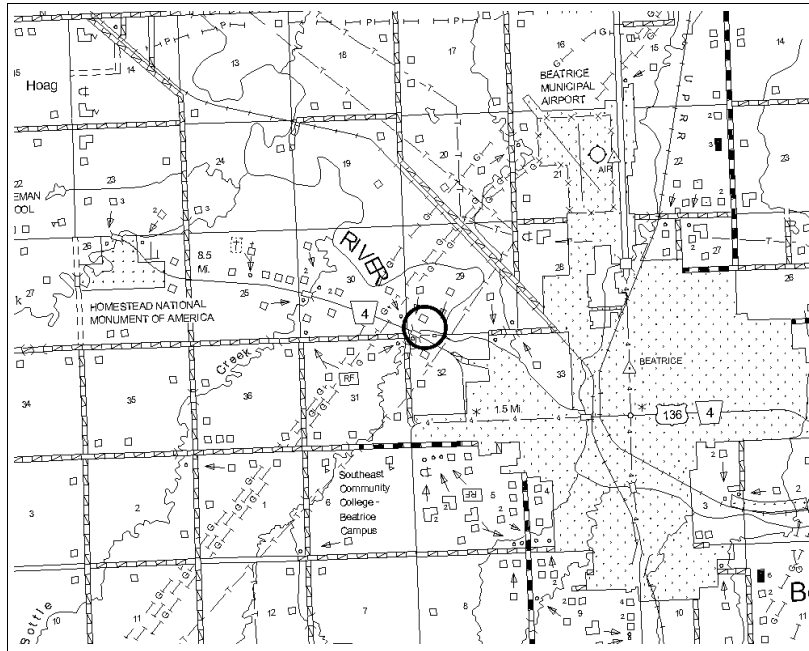
TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete substructure.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S008 08619	NeHBS NUMBER: GA00-410	YEAR BUILT: 1948
LOCATION: 1W BARNESTON	FEATURE CARRIED: HIGHWAY N8	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Gage	FEATURE CROSSED: BIG BLUE RIVER	

UTM ZONE: 14	NORTHING: 4,435,542.32	EASTING: 705,876.69	TOWNSHIP: 01	RANGE: 07	DIRECTION E	SECTION: 13
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STATUS: Extant - in service	OWNER: State Highway Agency	
STRUCTURE LENGTH (FT): 525	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 120	Girder and floorbeam system	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.2	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 5
DECK WIDTH (OUT-TO-OUT) (FT): 26.4	MAIN SPAN DETAILS: Cantilevered steel girder. Spans have 4 cantilever steel I-beams (2 outer I-beams are larger). Center main span is a plate girder with riveted stiffeners. Concrete deck and curb.	APPROACH SPAN DETAILS: 4 steel I-beams (outer I-beams are larger) and con

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, S-342(3)-1, 1948.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Added reinforcing members	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of established type with no evidence of special engineering or aesthetic features.

REASON NOT EVALUATED:

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S041 07888	NeHBS NUMBER:	GA00-411	YEAR BUILT:	1954
LOCATION:	6W ADAMS	FEATURE CARRIED:	HIGHWAY N41	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Gage	FEATURE CROSSED:	SHAW CREEK

UTM ZONE:	14	NORTHING:	4,482,078.98	EASTING:	701,356.66	TOWNSHIP:	06	RANGE:	07	DIRECTION	E	SECTION:	27
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	41	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	40		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	24	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	26.2	MAIN SPAN DETAILS:	Steel I-beam. 4 rolled I-beams with bent plate diaphragms. Concrete deck with curbs and parapets. Asphalt overlay.	APPROACH SPAN DETAILS:	

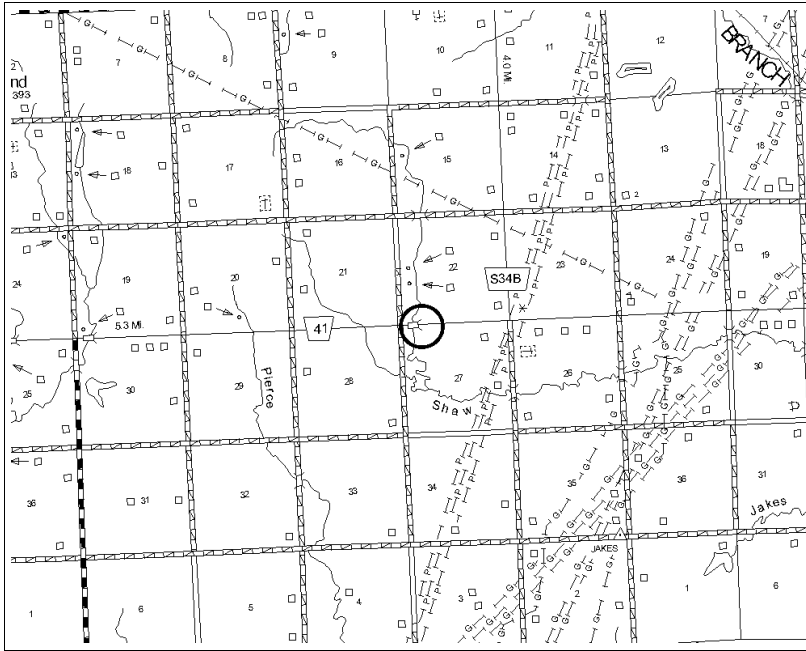
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Concrete barrier				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					
NDOR: S.N. Ress, State Bridge Engineer Designed by AHD (A.H. Dederman?)					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: SS34D00038	NeHBS NUMBER: GA00-412	YEAR BUILT: 1958
LOCATION: WCL PICKRELL	FEATURE CARRIED: S34C PICKRELL SPUR (PICKRELL ROAD)	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Gage	FEATURE CROSSED: POSSUM CREEK	

UTM ZONE: 14	NORTHING: 4,472,394.08	EASTING: 692,130.36	TOWNSHIP: 05	RANGE: 06	DIRECTION: E	SECTION: 22
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 53	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 49	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.6	MAIN SPAN DETAILS: 5 concrete girders. Concrete diaphragm. Concrete curb and deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

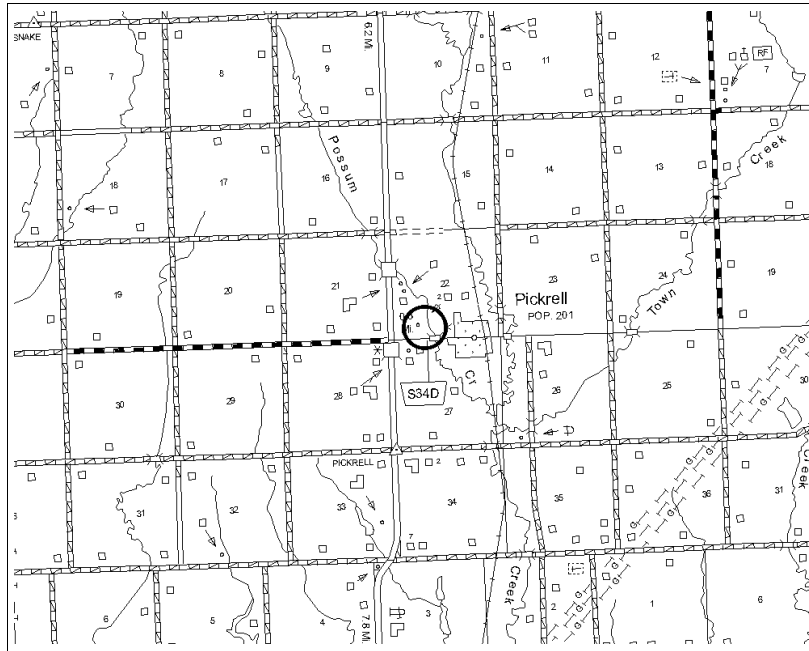
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Railing recently replaced with concrete barrier.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C003744110	NeHBS NUMBER: GO00-061	YEAR BUILT: 1963
LOCATION: 8N 1E OF SMITHFIELD	FEATURE CARRIED: COUNTY ROAD 434	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Gosper	FEATURE CROSSED: TRI-COUNTY SUPPLY CANAL	

UTM ZONE: 14	NORTHING: 4,504,778.16	EASTING: 439,306.20	TOWNSHIP: 08	RANGE: 21	DIRECTION W	SECTION: 04
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STATUS: Extant - in service	OWNER: Other Local Agencies
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STRUCTURE LENGTH (FT): 154	BRIDGE TYPE: Wood or timber	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.7	NUMBER OF MAIN SPANS: 5	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.3	MAIN SPAN DETAILS: Multiple timber stringers. Timber deck. and twin-beam railing.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Timber		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

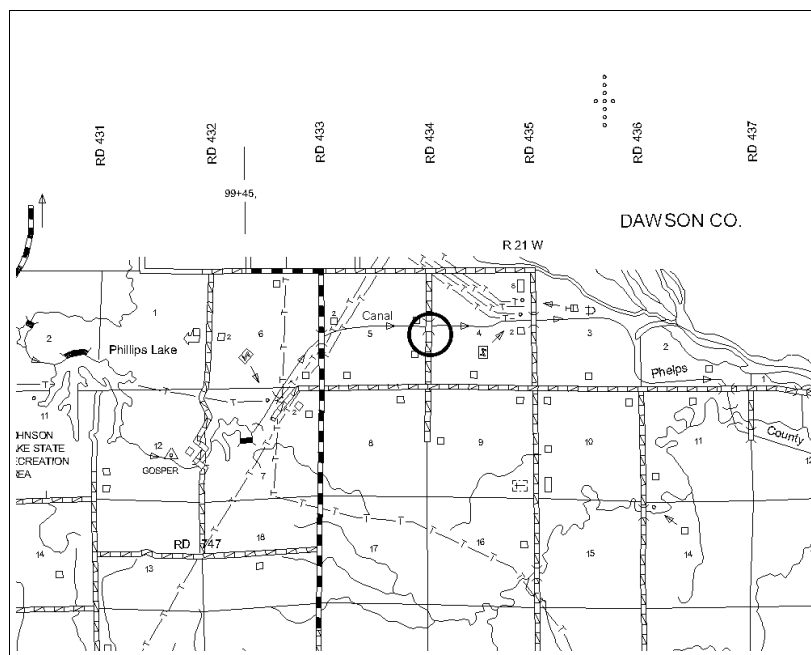
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 2 - Eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant representative example of an economical bridge type widely used by counties, with long overall structure length.

REASON NOT EVALUATED:

LOCATION MAP

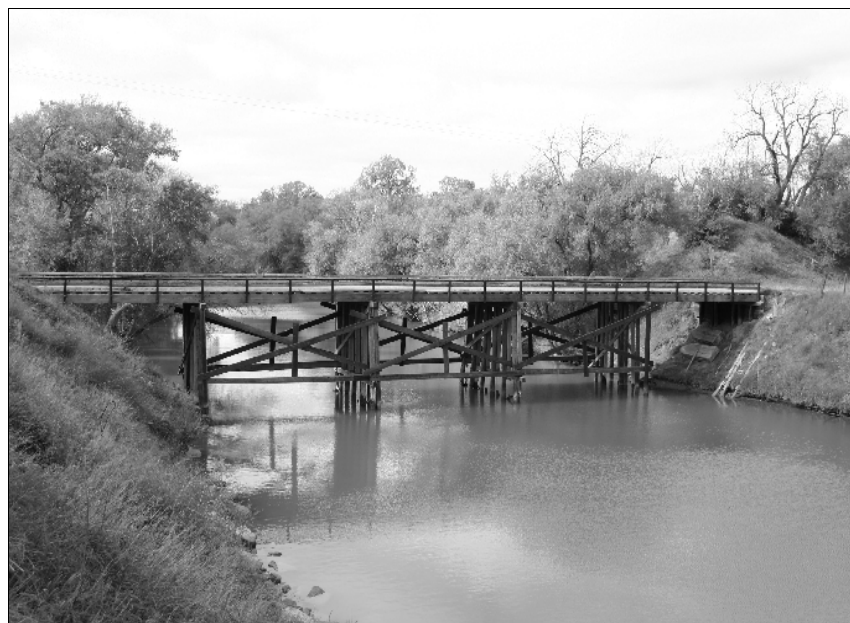


ADDITIONAL INFORMATION:

Timber abutments (no wing walls). 4 timber piers with caps and timber cross bracing. This bridge is recommended eligible because it is a significant representative example of the timber stringer type with a long structure length (154 feet). It illustrates the county's effort to solve an engineering problem by simple and economical means. The structure length indicates an effort by the county to achieve maximum use of this simple, inexpensive bridge type. Bridge C003744110 retains integrity of materials, design, and workmanship. This would be the state's only National Register-eligible example of the timber-stringer type, which was widely used by Nebraska counties.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C003953115	NeHBS NUMBER: GY00-168	YEAR BUILT: 1935
LOCATION: 2N 5W OF SPALDING	FEATURE CARRIED: COUNTY HIGHWAY	YEAR RECONSTRUCTED: 1960
DISTRICT: 4 COUNTY: Greeley	FEATURE CROSSED: CEDAR RIVER	

UTM ZONE: 14	NORTHING: 4,619,198.08	EASTING: 544,637.56	TOWNSHIP: 20	RANGE: 10	DIRECTION W	SECTION: 10
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 116	BRIDGE TYPE: Wood or timber	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 20	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16.1	NUMBER OF MAIN SPANS: 6	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16.1	MAIN SPAN DETAILS: Multiple timber stringers. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: None		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Added main members	DATE OF ALTERATION (IF KNOWN): 1960
SURROUNDING LAND USE: Agricultural	Altered substructure	

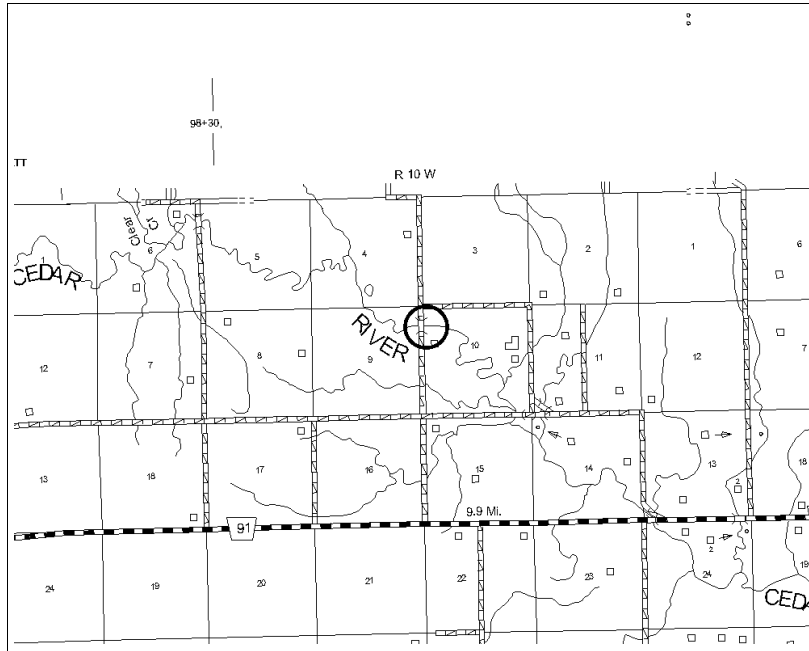
NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

5 piers. Center steel pile and steel pier caps. 4 northernmost piers have steel piles that extend beyond bridge edge. 4 holes in concrete deck indicate middle pile replacement.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C004011115	NeHBS NUMBER: HL00-204	YEAR BUILT: 1932
LOCATION: 1W WOOD RIVER	FEATURE CARRIED: COUNTY ROAD 150TH ROAD	YEAR RECONSTRUCTED: 1950
DISTRICT: 4 COUNTY: Hall	FEATURE CROSSED: WOOD RIVER	

UTM ZONE: 14	NORTHING: 4,519,212.70	EASTING: 531,481.60	TOWNSHIP: 10	RANGE: 12	DIRECTION W	SECTION: 24
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 83	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 50	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Pratt pony truss. 9 I-beams. V-lacing on main members. Concrete deck.	APPROACH SPAN DETAILS: 9 I-beams. Decorative cross-lattice metal railing.

TRUSS CONNECTION: Riveted
RAILING: Metal
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

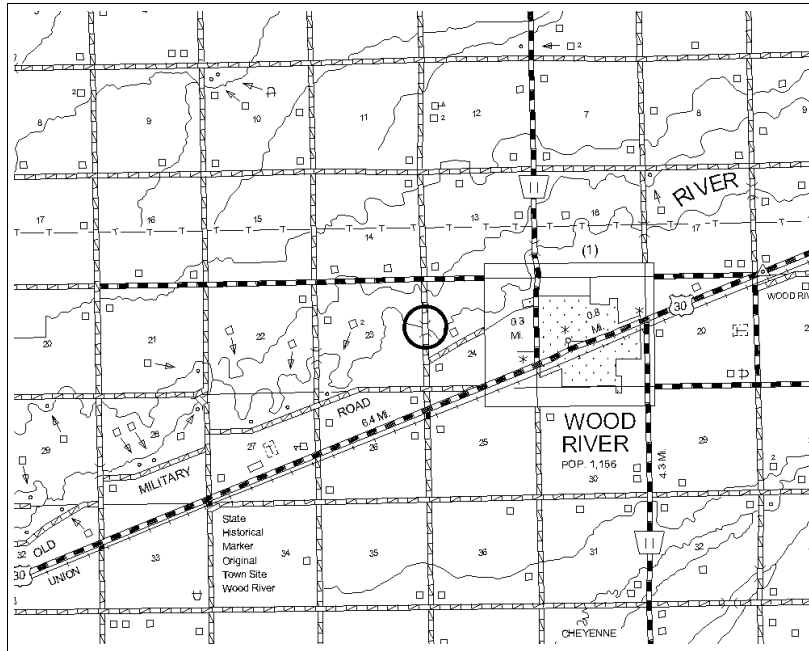
NATIONAL REGISTER DETERMINATION DATE:

1991/1996

REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete wing walls. Solid concrete pier. Metal pipe along 1 side of bridge supported by vertical steel beam at the pier. Plain metal railing on main span.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C004024325	NeHBS NUMBER: HL00-205	YEAR BUILT: 1935
LOCATION: 0.3N CHAPMAN ROAD	FEATURE CARRIED: SKY PARK ROAD	YEAR RECONSTRUCTED: 1960
DISTRICT: 4 COUNTY: Hall	FEATURE CROSSED: PRAIRIE CREEK	

UTM ZONE: 14	NORTHING: 4,541,569.93	EASTING: 557,169.06	TOWNSHIP: 12	RANGE: 09	DIRECTION W	SECTION: 11
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 52	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Warren pony truss. 11 I-beams. V-lacing on main members. Corrugated metal deck with gravel overlay.	APPROACH SPAN DETAILS:

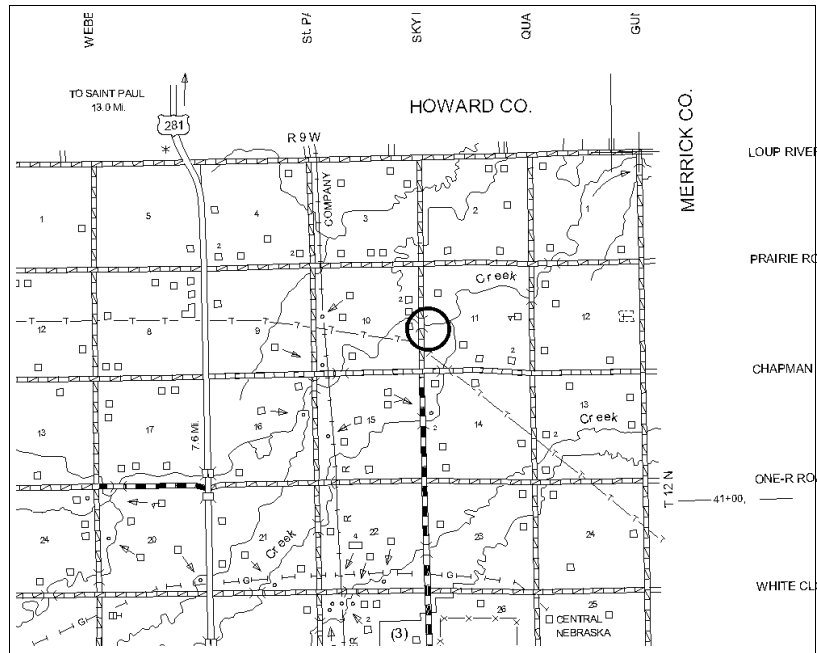
TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S034 22572L	NeHBS NUMBER:	HL00-206	YEAR BUILT:	1960
LOCATION:	0S GRAND ISLAND INTERCHANGE	FEATURE CARRIED:	WB-US HIGHWAY 34/SB-US HIGHWAY 281	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	Hall	FEATURE CROSSED:	MIDDLE CHANNEL PLATTE RIVER

UTM ZONE:	14	NORTHING:	4,517,851.52	EASTING:	552,433.15	TOWNSHIP:	10	RANGE:	09	DIRECTION	W	SECTION:	29
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	57	BRIDGE TYPE:	Prestressed concrete	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	55		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	43	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	47	MAIN SPAN DETAILS:	10 prestressed concrete girders. Concrete deck.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Concrete barrier				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

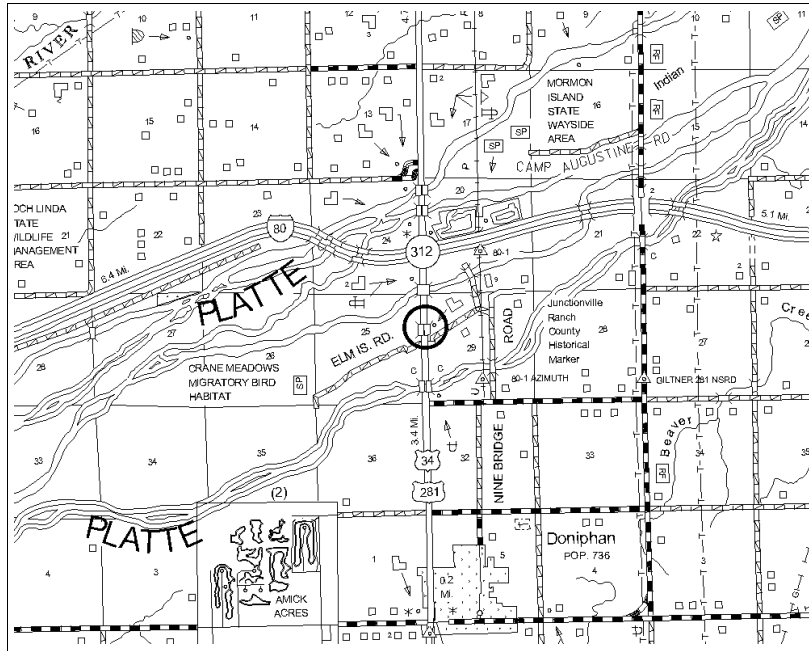
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)		Change in railing/parapet		
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Concrete barriers and deck are new. Out of service at time of survey due to construction.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S080 29338	NeHBS NUMBER:	HL00-207	YEAR BUILT:	1963
LOCATION:	2E SHELTON INTERCHANGE	FEATURE CARRIED:	COUNTY ROAD 190TH ROAD	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	Hall	FEATURE CROSSED:	I-80

UTM ZONE:	14	NORTHING:	4,507,902.52	EASTING:	525,054.83	TOWNSHIP:	09	RANGE:	12	DIRECTION	W	SECTION:	30
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	234	BRIDGE TYPE:	Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	70		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	20.3	NUMBER OF MAIN SPANS:	4	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	26.2	MAIN SPAN DETAILS:	Steel I-beam. Continuous, with 3 rolled I-beams with bent plate diaphragms. Concrete deck with curbs. Curved concrete end posts.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				Capacity 20 tons, I-80-6(12)-6, 1961.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:	NDOR: A.H. Dederman, State Bridge Engineer				

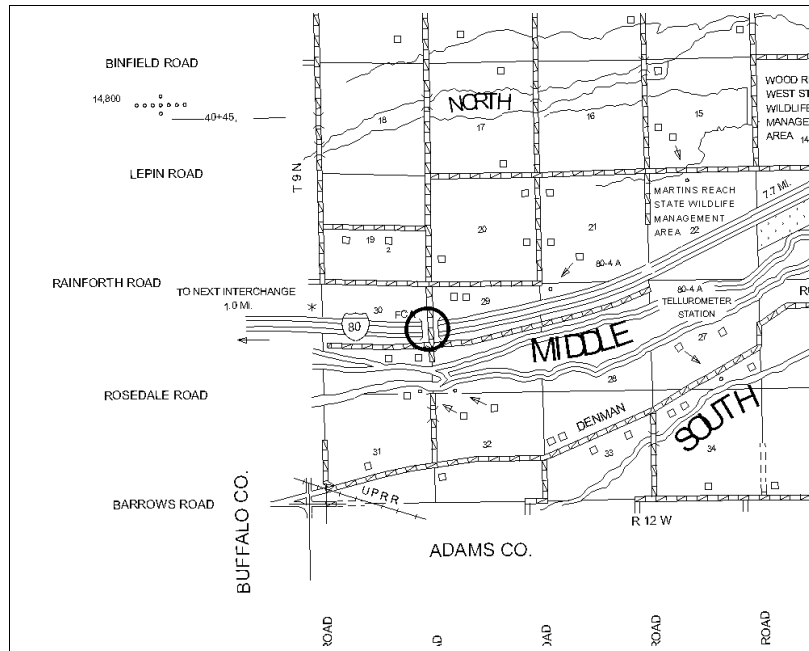
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)		Change in railing/parapet		1995
SURROUNDING LAND USE:	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open concrete piers. Ornamental handrail Type-A, Plan 1753-C on plans. No welding shown in plans.

SOURCES:

Bridge plans dated 1961 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 29906	NeHBS NUMBER: HL00-208	YEAR BUILT: 1963
LOCATION: 1W WOOD RIVER INTERCHANGE	FEATURE CARRIED: COUNTY ROAD 140TH ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Hall	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,511,819.76	EASTING: 533,201.30	TOWNSHIP: 09	RANGE: 11	DIRECTION W	SECTION: 18
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 236	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 25.2	MAIN SPAN DETAILS: Steel I-beam. Continuous, with 3 rolled I-beams with bent plate separators. Concrete deck with curbs. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 20 tons, I-80-6(12)-6, 1961.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

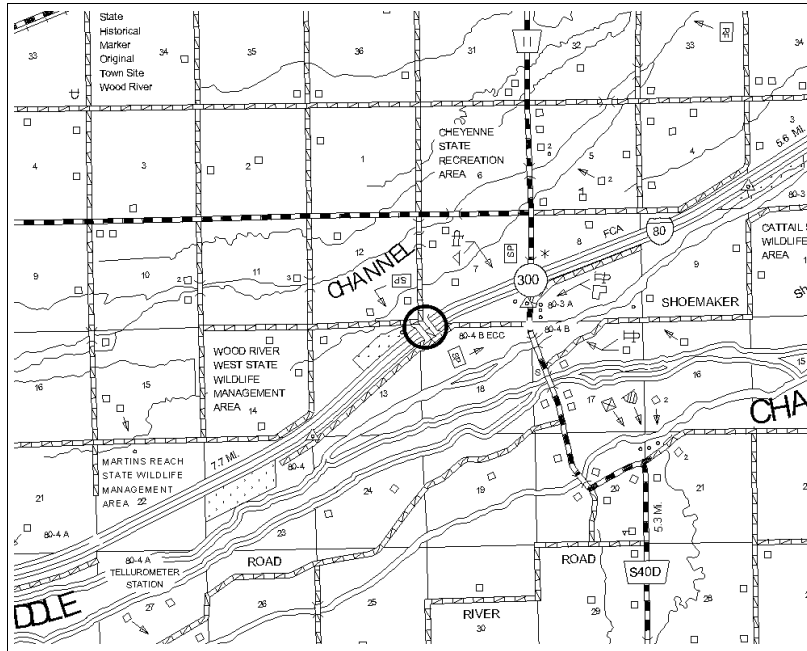
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN): 1995
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Open concrete piers. Ornamental handrail Type-A, Plan 1753-C on plans extant with curved concrete ends. No welding shown on plans except in reinforcing for piling.

SOURCES:

Bridge plans dated 1961 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 30465	NeHBS NUMBER: HL00-209	YEAR BUILT: 1962
LOCATION: 1W ALDA INTERCHANGE	FEATURE CARRIED: COUNTY ROAD 90TH ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Hall	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,516,115.23	EASTING: 541,196.61	TOWNSHIP: 10	RANGE: 11	DIRECTION W	SECTION: 36
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 273	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 80	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24	MAIN SPAN DETAILS: Steel I-beam. Continuous, skewed, with 3 rolled I-beams with bent plate diaphragms. 20-degree skew. Concrete deck with curbs and gravel overlay. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, I-80-6(5)-2, 1961.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

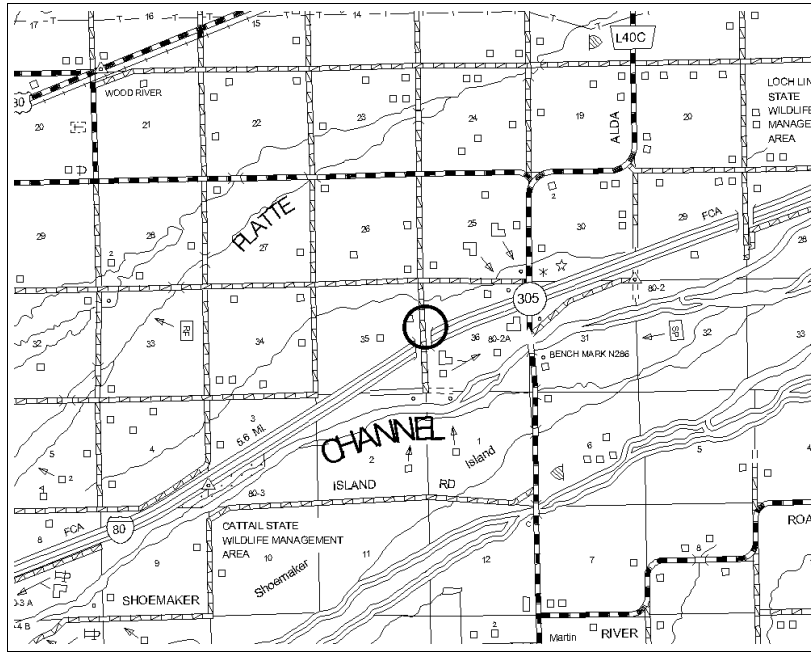
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open concrete piers. Ornamental handrail Type-A, Plan 1753-C on plans is extant.

SOURCES:

Bridge plans dated 1961 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 30781	NeHBS NUMBER: HL00-210	YEAR BUILT: 1962
LOCATION: 2E ALDA INTRCHG	FEATURE CARRIED: COUNTY ROAD 60TH ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Hall	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,517,623.44	EASTING: 545,967.96	TOWNSHIP: 10	RANGE: 10	DIRECTION W	SECTION: 28
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 251	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 74	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 25	MAIN SPAN DETAILS: Steel I-beam. Continuous, skewed, 3 rolled I-beams with bent plate diaphragms. Concrete deck with curbs.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, I-80-6(5)-4, 1961.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

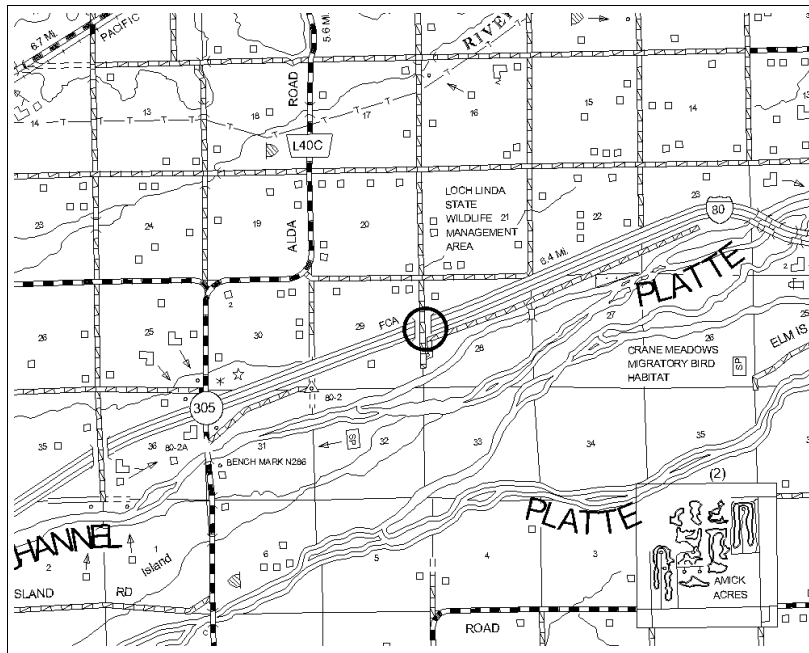
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments, 3 open concrete piers. Ornamental handrail Type-A, Plan 1753-C on plans is extant with curved concrete ends. Plans indicate shop welding used for girder web and flange splices.

SOURCES:

Bridge plans dated 1961 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	SS40D00082	NeHBS NUMBER:	HL00-211	YEAR BUILT:	1948
LOCATION:	4.5S OF WOOD RIVER	FEATURE CARRIED:	HIGHWAY 11	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	Hall	FEATURE CROSSED:	MIDDLE CHANNEL PLATTE RIVER

UTM ZONE:	14	NORTHING:	4,511,087.45	EASTING:	534,893.00	TOWNSHIP:	09	RANGE:	11	DIRECTION	W	SECTION:	17
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	601	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	30		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	22.3	NUMBER OF MAIN SPANS:	20	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	22.3	MAIN SPAN DETAILS:	Steel I-beam. 4 rolled I-beams with bent plate diaphragms. Concrete deck.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

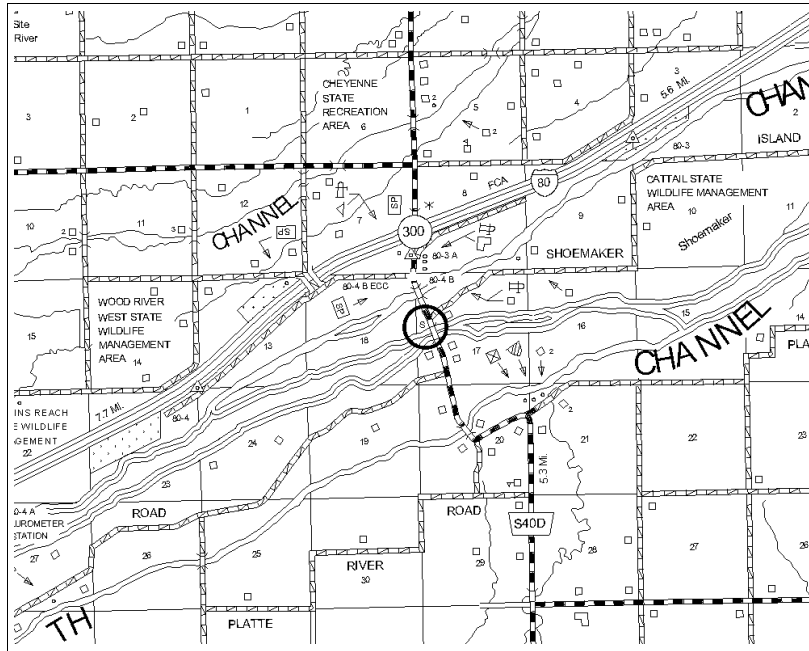
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Open steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C004201505	NeHBS NUMBER: HN00-070	YEAR BUILT: 1920
LOCATION: 8.5S 2W OF ORLEANS	FEATURE CARRIED: COUNTY ROAD G	YEAR RECONSTRUCTED: 1947
DISTRICT: 7 COUNTY: Harlan	FEATURE CROSSED: PRAIRIE DOG CREEK	

UTM ZONE: 14	NORTHING: 4,428,246.06	EASTING: 457,464.42	TOWNSHIP: 01	RANGE: 19	DIRECTION W	SECTION: 32
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 131	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 130	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16.1	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16.1	MAIN SPAN DETAILS: Pratt overhead truss. Multiple steel stringers and floor beams. Threaded pin connections. V-lacing on main members. Timber deck.	APPROACH SPAN DETAILS:

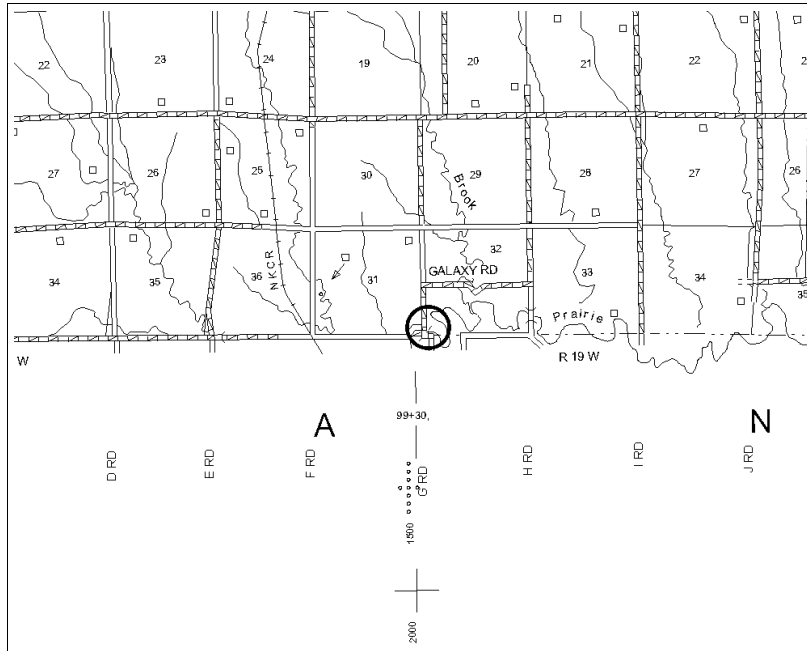
TRUSS CONNECTION: Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Timber wings and abutments. Steel piling and caps supporting ends of bridge at abutments. Outermost vertical members are twin iron rods, not solid members like the other chords and vertical members.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S089 06429	NeHBS NUMBER: HN00-071	YEAR BUILT: 1949
LOCATION: 2S ORLEANS	FEATURE CARRIED: HIGHWAY N89	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Harlan	FEATURE CROSSED: REPUBLICAN RIVER	

UTM ZONE: 14	NORTHING: 4,439,139.10	EASTING: 461,503.01	TOWNSHIP: 02	RANGE: 19	DIRECTION W	SECTION: 34
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 700	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 86	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.3	NUMBER OF MAIN SPANS: 9	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.6	MAIN SPAN DETAILS: Steel I-beam. Cantilevered, with 4 rolled I-beams with bent plate diaphragms. Threaded pin connections. Multiple sections form the entire span. Concrete deck with curbs and parapets. Asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, ER-S-14(1)-1, 1949.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

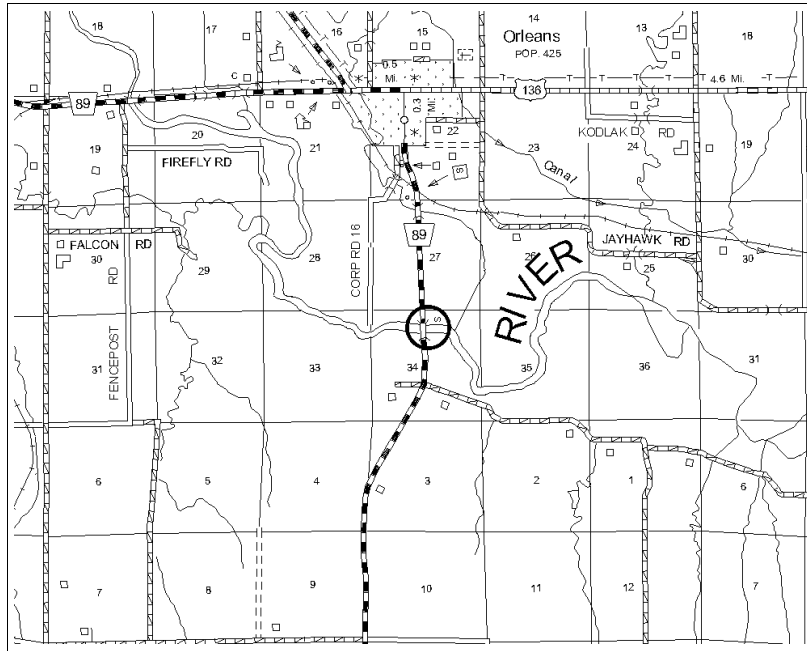
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. 8 solid concrete piers. Angle iron railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C004303605P	NeHBS NUMBER: HY00-111	YEAR BUILT: 1962
LOCATION: 4.5S 11E OF HAYES CENTER	FEATURE CARRIED: COUNTY HIGHWAY	YEAR RECONSTRUCTED: 0
DISTRICT: 7 COUNTY: Hayes	FEATURE CROSSED: RED WILLOW CREEK	

UTM ZONE: 14	NORTHING: 4,478,913.74	EASTING: 346,223.57	TOWNSHIP: 06	RANGE: 31	DIRECTION W	SECTION: 35
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 106	BRIDGE TYPE: Wood or timber	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 35	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Multiple timber stringers. Timber bracing between stringers. Timber curb and timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Timber		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

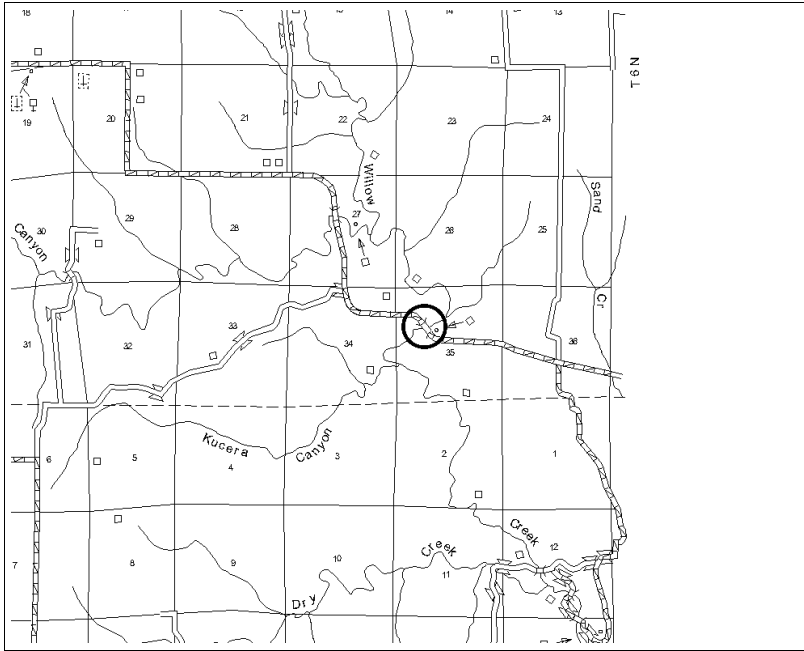
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments (no wings). Timber piling supports at abutments. 2 timber piers each of 5 piles with timber cross bracing bolted to piles. Timber railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C004544905	NeHBS NUMBER: HT00-283	YEAR BUILT: 1950
LOCATION: 6W 11.7N ONEILL	FEATURE CARRIED: COUNTY ROAD 883	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Holt	FEATURE CROSSED: EAGLE CREEK	

UTM ZONE: 14	NORTHING: 4,720,122.89	EASTING: 518,448.05	TOWNSHIP: 31	RANGE: 12	DIRECTION W	SECTION: 30
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STATUS: Extant - in service	OWNER: County Highway Agency
STRUCTURE LENGTH (FT): 102	BRIDGE TYPE: Wood or timber
LENGTH OF MAXIMUM SPAN (FT): 39	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.3	NUMBER OF MAIN SPANS: 3
DECK WIDTH (OUT-TO-OUT) (FT): 20.5	MAIN SPAN DETAILS: Multiple timber stringers. Timber curb rail. Timber deck.

APPROACH SPAN TYPE:

NUMBER OF APPROACH SPANS: 0

APPROACH SPAN DETAILS:

TRUSS CONNECTION:

RAILING: Timber

SUBSTRUCTURE: Steel

ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

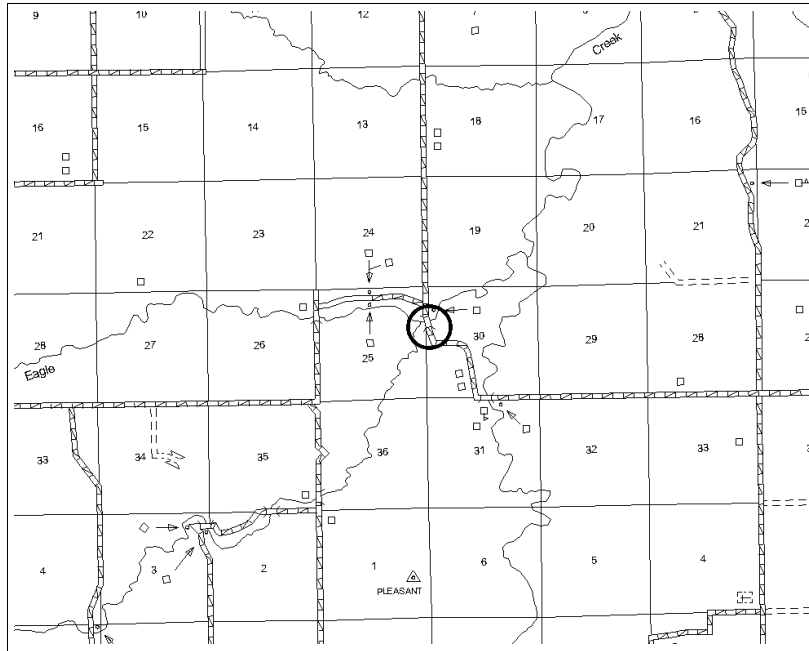
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber, earth filled abutments. No wing walls. Two piers with 5 steel I-beam piles and steel I-beam caps each. No guardrail or handrail.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S020 27627	NeHBS NUMBER: HT00-284	YEAR BUILT: 1938
LOCATION: 3W STUART	FEATURE CARRIED: US HIGHWAY 20	YEAR RECONSTRUCTED: 1961
DISTRICT: 8 COUNTY: Holt	FEATURE CROSSED: ELKHORN RIVER	

UTM ZONE: 14	NORTHING: 4,715,677.76	EASTING: 482,907.56	TOWNSHIP: 30	RANGE: 16	DIRECTION W	SECTION: 08
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 55	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 18	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 42	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 46	MAIN SPAN DETAILS: Concrete barrier across deck. Asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Widened	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

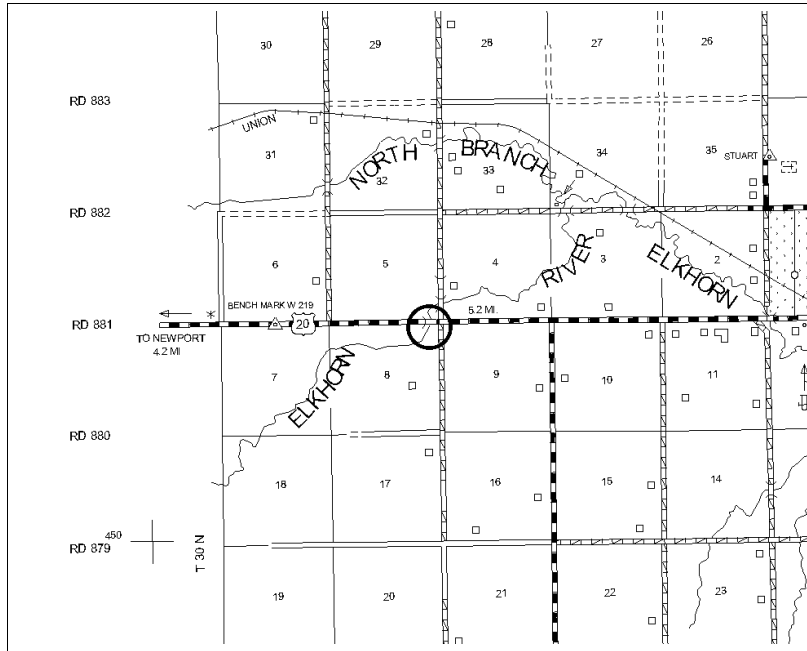
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments and wing walls. 2 end piers at abutments and 2 piers that consist of 9 I-beams with concrete pier caps. Bridge and piers widened an equal amount on each side.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C004713105	NeHBS NUMBER: HW00-096	YEAR BUILT: 1955
LOCATION: 4S ST PAUL (8TH AVENUE AND INMAN)	FEATURE CARRIED: INMAN ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Howard	FEATURE CROSSED: LAKE CREEK	

UTM ZONE: 14	NORTHING: 4,555,549.21	EASTING: 545,311.80	TOWNSHIP: 14	RANGE: 10	DIRECTION W	SECTION: 27
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 40	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 39	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.8	MAIN SPAN DETAILS: Steel I-beam. 5 rolled I-beams with bent plate diaphragms. Corrugated metal deck with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

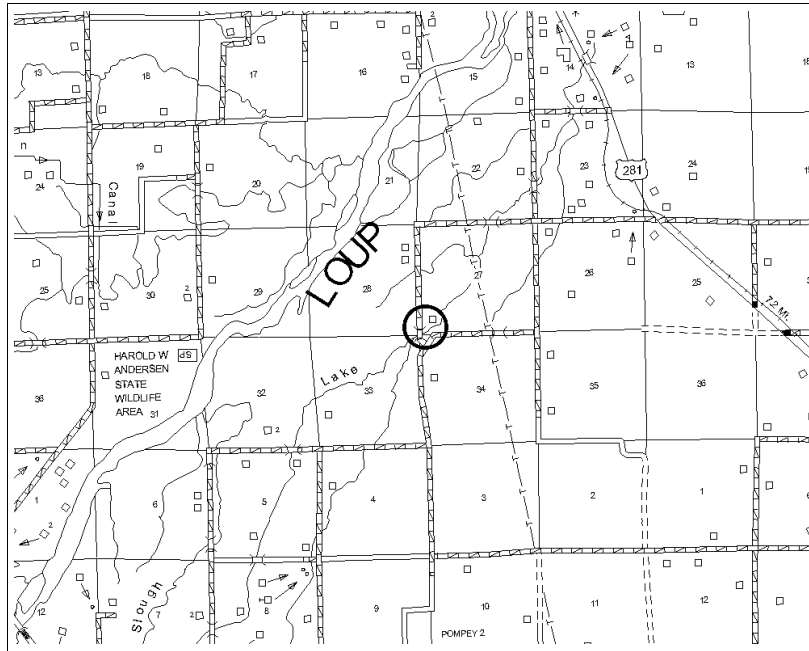
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel sheet pile abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S008 05189	NeHBS NUMBER: JF00-267	YEAR BUILT: 1947
LOCATION: 1S FAIRBURY	FEATURE CARRIED: HIGHWAY N8/HIGHWAY N15	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Jefferson	FEATURE CROSSED: LITTLE BLUE RIVER	

UTM ZONE: 14	NORTHING: 4,442,308.32	EASTING: 655,804.57	TOWNSHIP: 02	RANGE: 02	DIRECTION E	SECTION: 26
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 561	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 120	Girder and floorbeam system	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.1	NUMBER OF MAIN SPANS: 7	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 28.1	MAIN SPAN DETAILS: Deck steel-plate girder. Three center spans have two riveted continuous steel-plate variable depth girders with floor-beam systems. Remaining spans have two continuous rolled beams with floor-beam system. Skewed. Concrete curb and deck with asphalt overlay.	APPROACH SPAN DETAILS: 4 steel rolled beams, skewed.

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

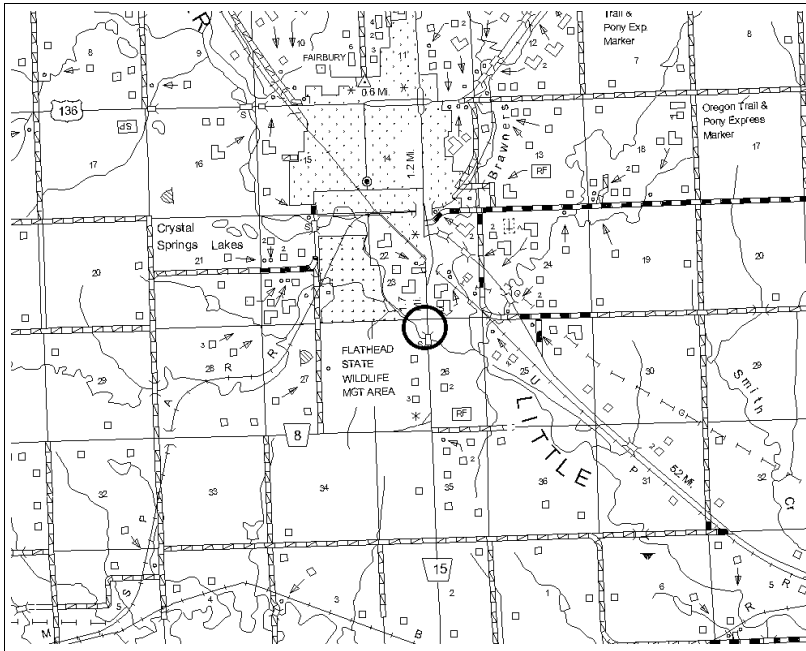
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of established type with no evidence of special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Three concrete solid piles, others are open steel piles. Decorative metal railing with curved ends.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C004910925 **NeHBS NUMBER:** JO00-089 **YEAR BUILT:** 1950
LOCATION: JCT HIGHWAY N41/HIGHWAYN50 11W 2.5N **FEATURE CARRIED:** COUNTY ROAD 610TH AVENUE **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Johnson **FEATURE CROSSED:** NORTH FORK BIG NEMAHA RIVER

UTM ZONE: 14 **NORTHING:** 4,481,720.96 **EASTING:** 721,451.21 **TOWNSHIP:** 06 **RANGE:** 09 **DIRECTION:** E **SECTION:** 27

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 162 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 160 Truss - thru
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.2 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.7 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Parker overhead truss. 7 steel floor beams and bracing. Horizontal brace at mid-panel point on each truss. V-lacing on main members. Concrete deck and curb.

TRUSS CONNECTION: Riveted
RAILING: Metal tube/pipe
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

NDOR: F.H. Klietsch State Engineer

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

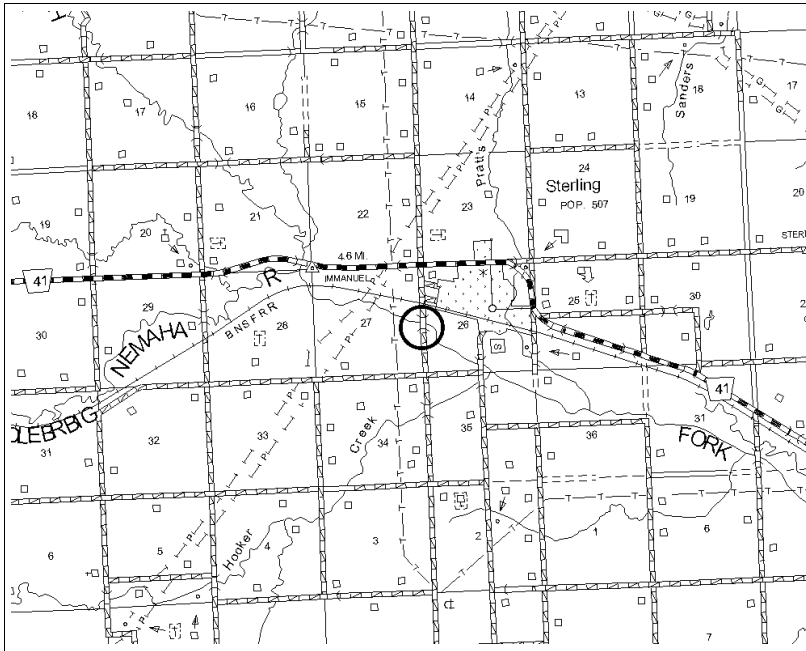
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Handrail 1509-F on plans. State plans appear to use standard detail sheet. Originally built by the state on State Road Sterling - South.

SOURCES:

State bridge plans dated 1950 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S062 00293	NeHBS NUMBER: JO03-016	YEAR BUILT: 1958
LOCATION: JCT HIGHWAY N50/ HIGHWAY N62 3E	FEATURE CARRIED: HIGHWAY N62	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Johnson	FEATURE CROSSED: NORTH FORK BIG NEMAHA RIVER	

UTM ZONE: 14	NORTHING: 4,462,982.19	EASTING: 744,273.11	TOWNSHIP: 04	RANGE: 11	DIRECTION E	SECTION: 25
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 241	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 141	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.1	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 30.9	MAIN SPAN DETAILS: Parker overhead truss. 6 floor beams and bracing. V-lacing on main members. Horizontal brace at mid-panel point on each truss. "Inland" stamped on main members. Concrete deck and concrete curb.	APPROACH SPAN DETAILS: I-beams and bracing with bolted connections. Concrete deck.

TRUSS CONNECTION: Riveted
RAILING: Metal tube/pipe
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

Capacity 20 tons, S-426(5)-1, 1958.

TYPE OF DEVELOPMENT:

Town (small communities)

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

SURROUNDING LAND USE:

Agricultural

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
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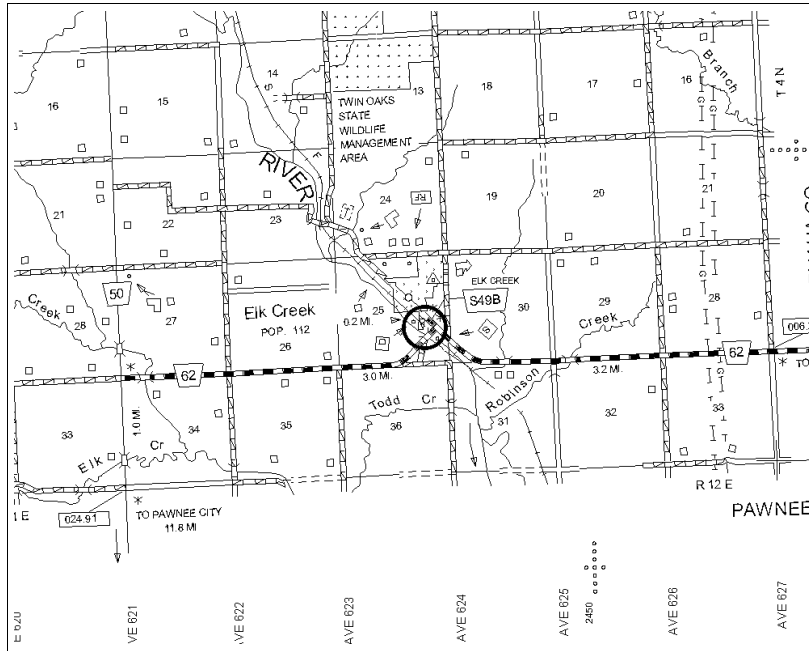
5 - Not eligible for the NRHP	Not eligible	2007
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REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Substructure is combination of concrete and steel. 2 solid concrete piers. Timber wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005203205P	NeHBS NUMBER: KP00-098	YEAR BUILT: 1953
LOCATION: 3.5S 6.5W SPRINGVIEW	FEATURE CARRIED: COUNTY HIGHWAY	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Keya Paha	FEATURE CROSSED: CUB CREEK	

UTM ZONE: 14	NORTHING: 4,735,652.50	EASTING: 427,732.79	TOWNSHIP: 32	RANGE: 22	DIRECTION W	SECTION: 03
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 42	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16.5	MAIN SPAN DETAILS: Pratt pony truss. Multiple steel stringers. Threaded pinned connections. V-lacing riveted to main members. Corrugated metal decking.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Pin/rigid	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

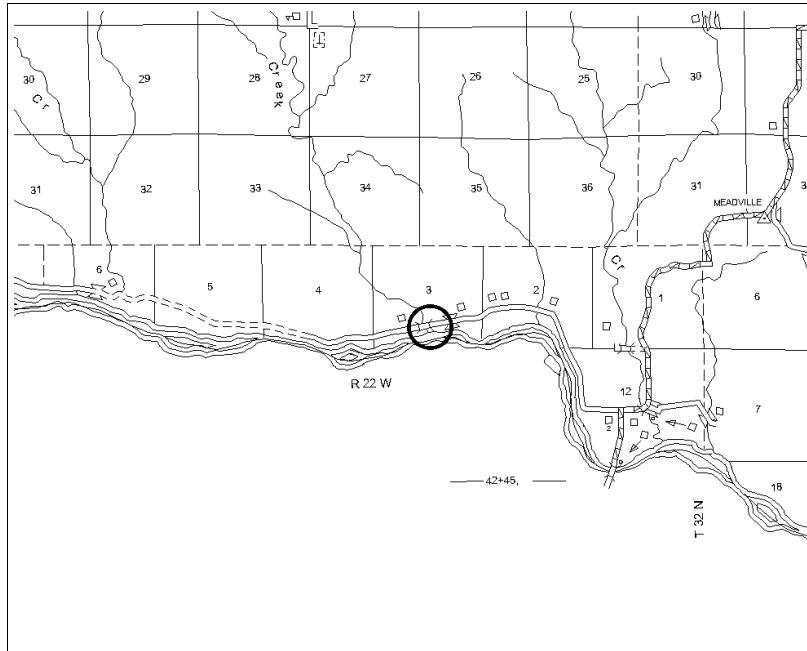
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Abutments and wing walls are timber above, and sheet metal below. 5 steel piles and steel cap support the bridge at each abutment. Welded angle iron railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C005203805P	NeHBS NUMBER:	KP00-099	YEAR BUILT:	1910
LOCATION:	6S 2.7E OF SPRINGVIEW	FEATURE CARRIED:	COLL 7443	YEAR RECONSTRUCTED:	1953
DISTRICT:	8	COUNTY:	Keya Paha	FEATURE CROSSED:	THOMAS CREEK

UTM ZONE:	14	NORTHING:	4,731,612.94	EASTING:	444,200.16	TOWNSHIP:	32	RANGE:	20	DIRECTION	W	SECTION:	20
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	40	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	35		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	15.9	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	16.5	MAIN SPAN DETAILS:	Pratt pony truss. Multiple steel stringers. Threaded pin connections. Simple squared bracing (no v-lacing). Corrugated metal decking.		

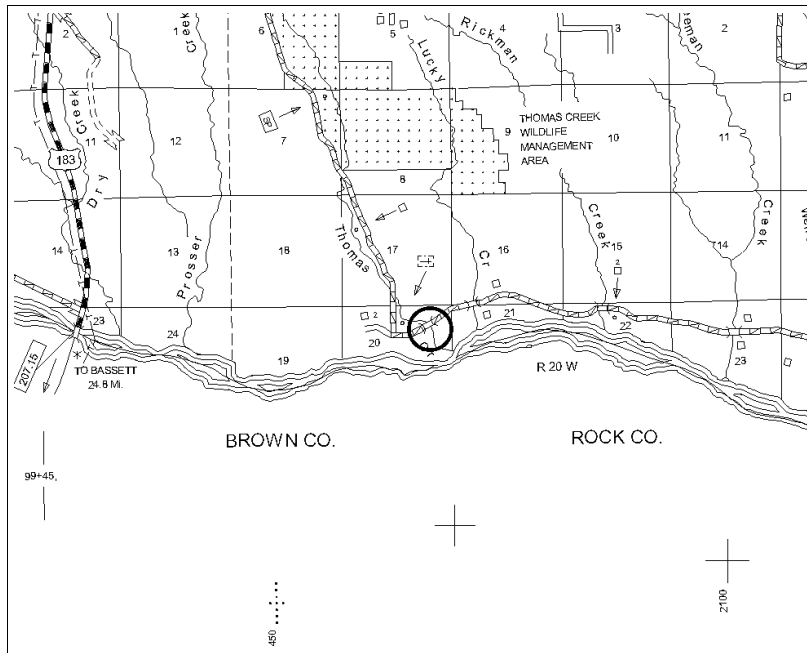
TRUSS CONNECTION:	Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal		None.
SUBSTRUCTURE:	Timber		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Timber piles and steel beam cap support ends of span. Timber wings and abutments. Ornamental cross-lattice railing on the outside of the main members.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005203810P	NeHBS NUMBER: KP00-100	YEAR BUILT: 1953
LOCATION: 6S 3.5E OF SPRINGVIEW	FEATURE CARRIED: COLL 7443	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Keya Paha	FEATURE CROSSED: BARNARD CREEK	

UTM ZONE: 14	NORTHING: 4,731,977.57	EASTING: 444,885.32	TOWNSHIP: 32	RANGE: 20	DIRECTION W	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 30	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 29	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.8	MAIN SPAN DETAILS: Steel I-beam. 9 rolled I-beams with bent plate diaphragms. Stringers welded to abutment caps. Timber deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

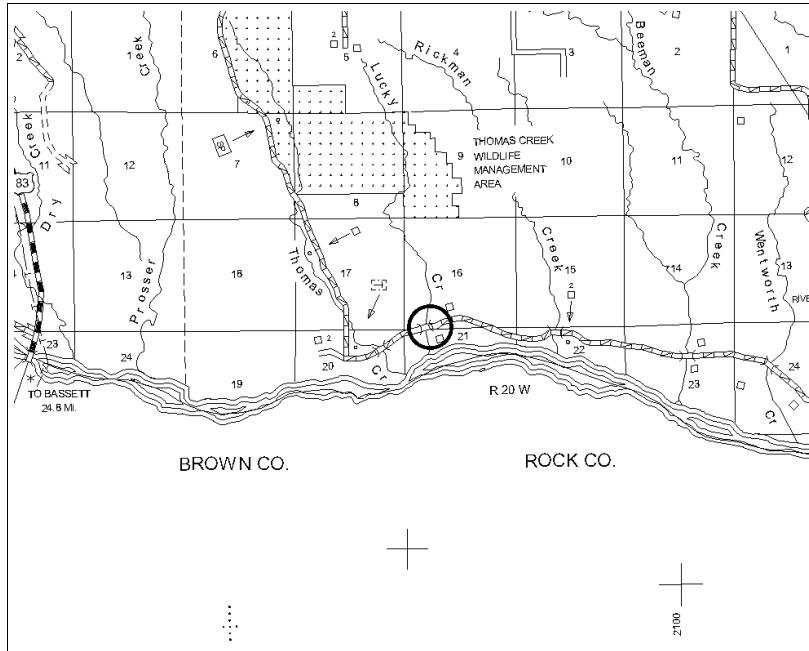
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel wings and abutments. Steel piles supporting deck at abutment. "I SHADDEN" welded onto cap at east abutment. Metal beam guardrail at curb height across deck.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005203815P	NeHBS NUMBER: KP00-101	YEAR BUILT: 1953
LOCATION: 6S 4.5E OF SPRINGVIEW	FEATURE CARRIED: COLL 7443	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Keya Paha	FEATURE CROSSED: RICKMAN CREEK	

UTM ZONE: 14	NORTHING: 4,731,962.61	EASTING: 446,795.22	TOWNSHIP: 32	RANGE: 20	DIRECTION W	SECTION: 22
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 40	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 39	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.4	MAIN SPAN DETAILS: Steel I-beam. 9 rolled I-beams with bent plate diaphragms. Timber deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

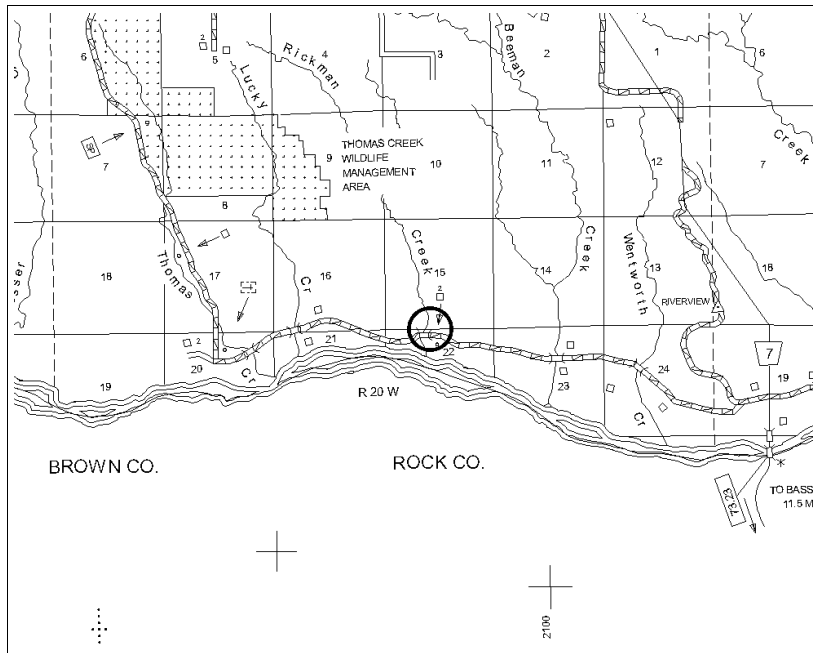
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Corrugated steel abutments and wing walls. Steel piles..

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005213410	NeHBS NUMBER:	YEAR BUILT: 1905
LOCATION: 3.8S 4.6W SPRINGVIEW	FEATURE CARRIED: COUNTY HIGHWAY	YEAR RECONSTRUCTED: 1953
DISTRICT: 8 COUNTY: Keya Paha	FEATURE CROSSED: ROCK CREEK	

UTM ZONE: 14	NORTHING: 4,735,253.01	EASTING: 430,592.50	TOWNSHIP: 32	RANGE: 22	DIRECTION W	SECTION: 12
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STATUS: Nonextant	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 50	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 15.8	MAIN SPAN DETAILS: Pratt pony truss.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Pinned
RAILING:
SUBSTRUCTURE:
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:
None.

TYPE OF DEVELOPMENT:
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

ALTERATIONS:

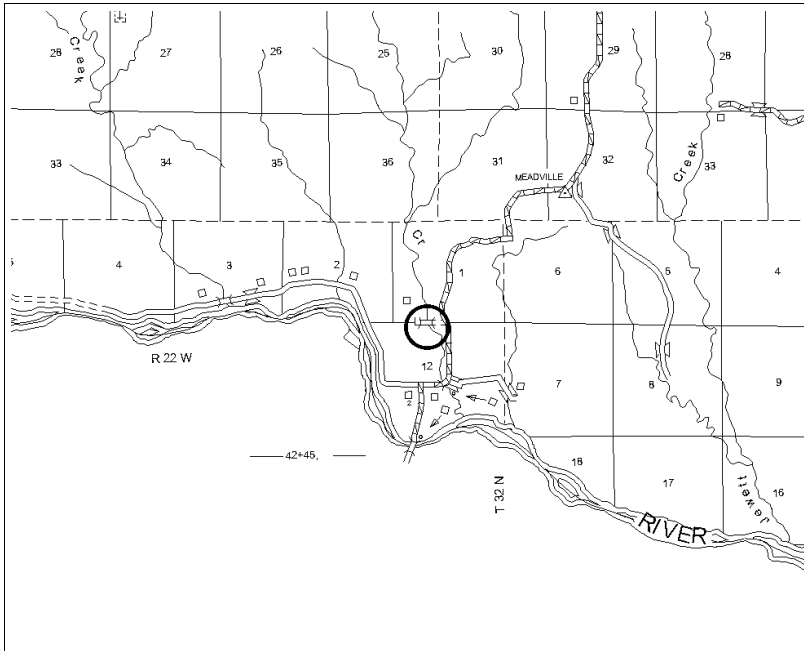
DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP		1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP

PHOTOGRAPHS



ADDITIONAL INFORMATION:

Replaced in 2005.

SOURCES:

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005216705	NeHBS NUMBER: KP00-085	YEAR BUILT: 1912
LOCATION: 2E 4.2N BURTON	FEATURE CARRIED: COLL 7445	YEAR RECONSTRUCTED: 1953
DISTRICT: 8 COUNTY: Keya Paha	FEATURE CROSSED: KEYA PAHA RIVER	

UTM ZONE: 14	NORTHING: 4,758,556.35	EASTING: 455,018.69	TOWNSHIP: 35	RANGE: 19	DIRECTION W	SECTION: 28
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 141	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 140	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16.1	MAIN SPAN DETAILS: Pratt overhead truss. Stringers are mostly steel, but some are timber. Pinned connections (threaded on both ends). V-lacing on main members. Corrugated metal deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Pinned
RAILING: Metal tube/pipe
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

Western Bridge and Construction Company

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

ALTERATIONS:

Replaced deck

DATE OF ALTERATION (IF KNOWN):

SURROUNDING LAND USE:

Agricultural

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

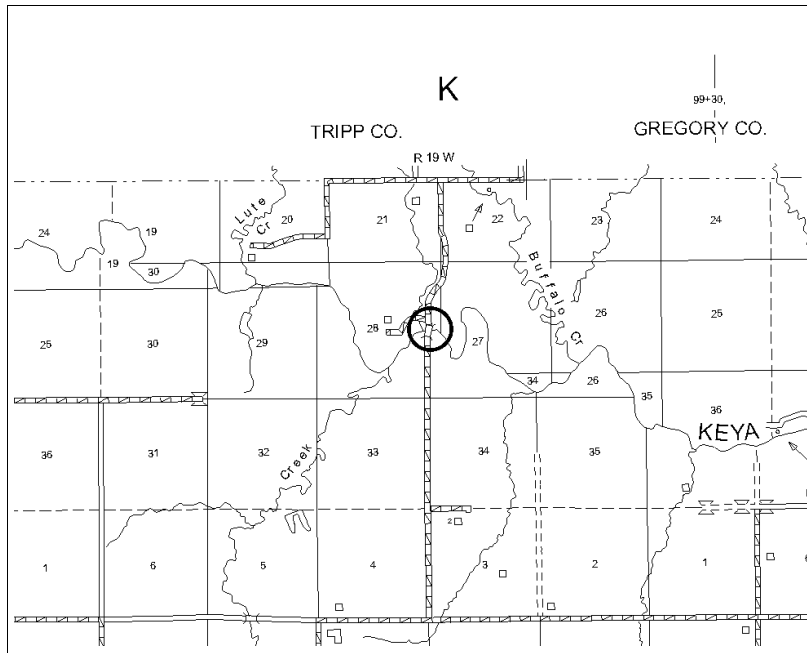
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Pre-1947 bridge determined not eligible by NDOR, SHPO and FHWA during April 2007 meeting by reassessing the 1991/1996 historic bridge survey data.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel I-beam piers and cap support bridge at both ends. Corrugated metal deck replaces an original timber deck. Known as the Burton Bridge (Keya Paha River Bridge). Included in 1991 Nebraska Historic Bridge Inventory.

SOURCES:

Nebraska Historic Bridge Inventory HABS/HAER form, 1991.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S012 08127	NeHBS NUMBER: KP00-102	YEAR BUILT: 1957
LOCATION: 0S BROCKSBURG	FEATURE CARRIED: HIGHWAY N12	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Keya Paha	FEATURE CROSSED: KEYA PAHA RIVER	

UTM ZONE: 14	NORTHING: 4,753,095.35	EASTING: 472,799.74	TOWNSHIP: 34	RANGE: 17	DIRECTION W	SECTION: 09
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 197	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 85	Box beam or girders - multiple	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.8	MAIN SPAN DETAILS: Continuous concrete box beam. Curved concrete end posts. Asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

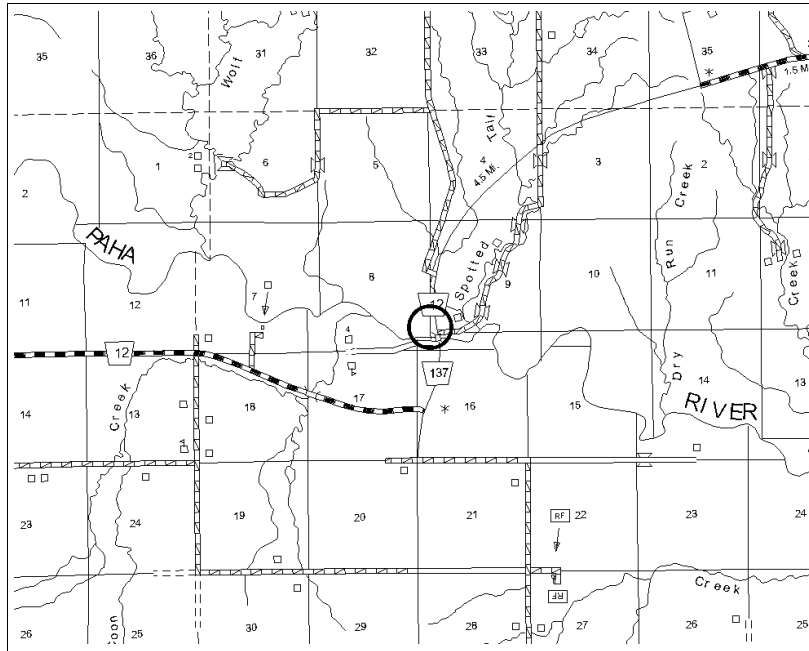
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant example of this uncommon type; earliest example in Nebraska, with aesthetic treatment.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. 2 solid concrete piers. Bolts along edge of deck indicate railing alteration. Bridge S012 08127 is recommended eligible for the National Register under Criterion C because it is one of the earliest known extant examples of the concrete continuous box beam type in the state. It has variable depth box beams with curved soffits, giving the design an aesthetically pleasing appearance. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005303505	NeHBS NUMBER: KM00-103	YEAR BUILT: 1960
LOCATION: 7S 4W OF KIMBALL .5S ROAD 20	FEATURE CARRIED: COUNTY ROAD 33	YEAR RECONSTRUCTED: 0
DISTRICT: 5 COUNTY: Kimball	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,563,658.22	EASTING: 102,061.15	TOWNSHIP: 13	RANGE: 56	DIRECTION W	SECTION: 03
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 38	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 35	Channel beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28	MAIN SPAN DETAILS: Concrete curb. Concrete channel beam serves as deck. Gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

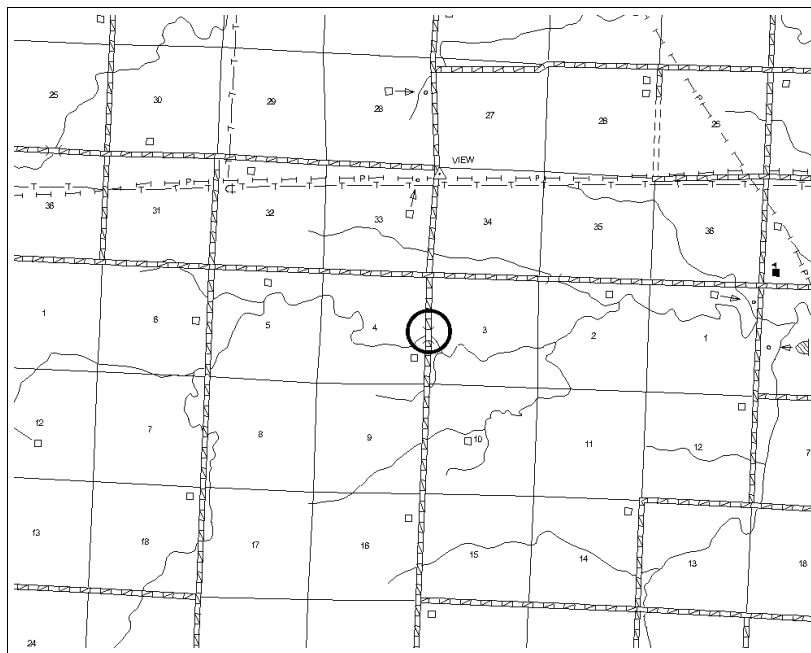
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant, early example of this uncommon type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber wings and abutments with steel pile supports. 5 steel piles at each abutment with welded pile cap supporting ends of concrete channel beams. This bridge is recommended eligible for the National Register under Criterion C as an early, significant example of an uncommon bridge type during the subject period. It retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005401615P	NeHBS NUMBER: KX00-355	YEAR BUILT: 1935
LOCATION: 2.5N .7W OF CROFTON	FEATURE CARRIED: COUNTY ROAD 892 WAY	YEAR RECONSTRUCTED: 1961
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: BEAVER CREEK	

UTM ZONE: 14	NORTHING: 4,735,778.63	EASTING: 620,955.75	TOWNSHIP: 32	RANGE: 02	DIRECTION W	SECTION: 11
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 71	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Warren pony truss. 11 steel stringers and 3 floor beams. Combination of bolted and riveted connections. V-lacing on main members. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

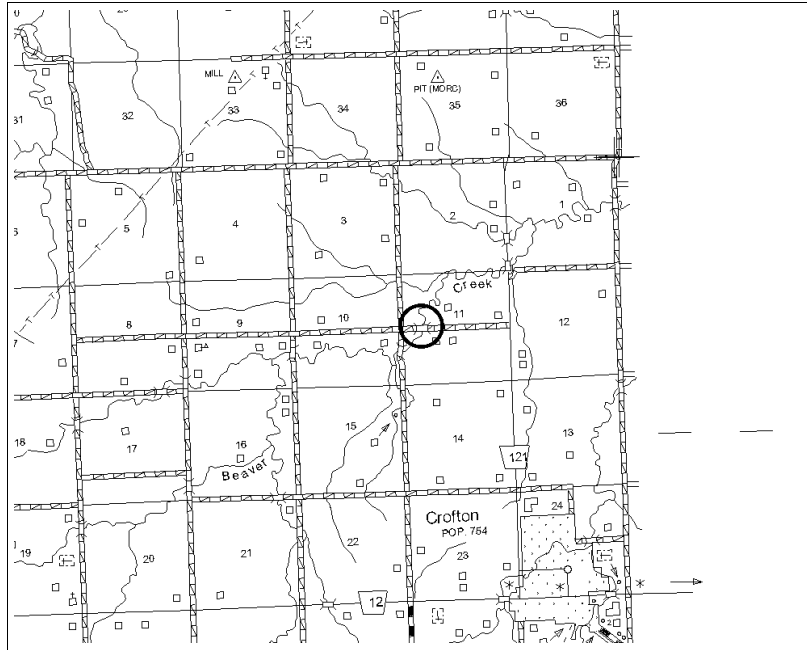
TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments. According to county highway superintendent, reconstruction date may correspond to when the bridge was moved to its current location.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C005401715	NeHBS NUMBER:	KX00-356	YEAR BUILT:	1920
LOCATION:	6W 3.7S OF VERDIGRE	FEATURE CARRIED:	COUNTY ROAD 518 AVENUE	YEAR RECONSTRUCTED:	1961
DISTRICT:	3	COUNTY:	Knox	FEATURE CROSSED:	MIDDLE BRANCH VERDIGRIS RIVER

UTM ZONE:	14	NORTHING:	4,710,454.79	EASTING:	569,793.19	TOWNSHIP:	30	RANGE:	07	DIRECTION W	SECTION:	29
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	152	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	150		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	18	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	18	MAIN SPAN DETAILS:	Parker overhead truss. 10 steel stringers and 7 floor beams. Timber deck.		

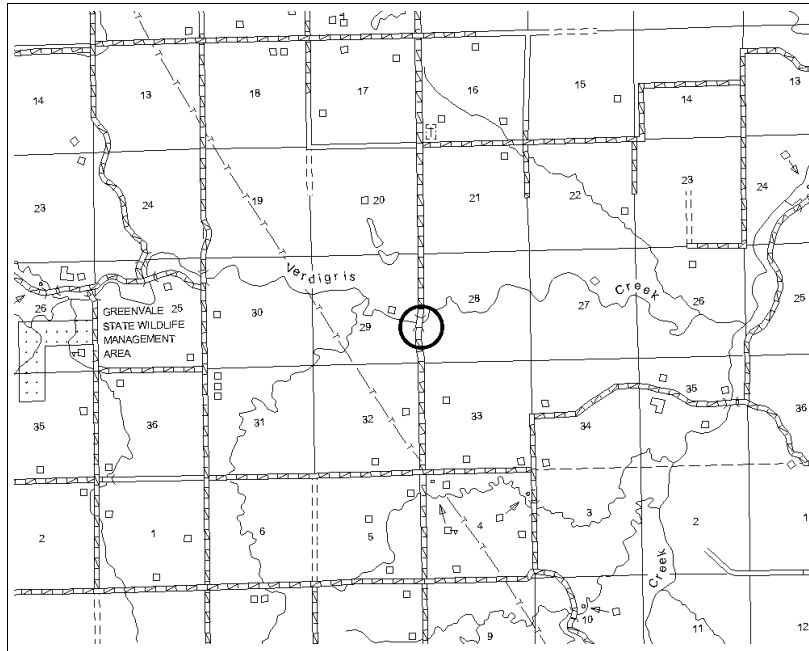
TRUSS CONNECTION:	Bolted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal tube/pipe	Decorative portal	Capacity 15 tons, S-679(2)-1, 1961.
SUBSTRUCTURE:	Steel		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005401805P	NeHBS NUMBER: KX00-357	YEAR BUILT: 1935
LOCATION: 4W 4.5S OF VERDEL	FEATURE CARRIED: COUNTY ROAD 891	YEAR RECONSTRUCTED: 1962
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: STEELE CREEK	

UTM ZONE: 14	NORTHING: 4,733,301.17	EASTING: 558,514.31	TOWNSHIP: 32	RANGE: 08	DIRECTION W	SECTION: 17
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 66	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 65	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 17.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 18.5	MAIN SPAN DETAILS: Warren pony truss. 3 floor beams. Combination of bolted and riveted connections. V-lacing on main members. Timber deck.	APPROACH SPAN DETAILS:

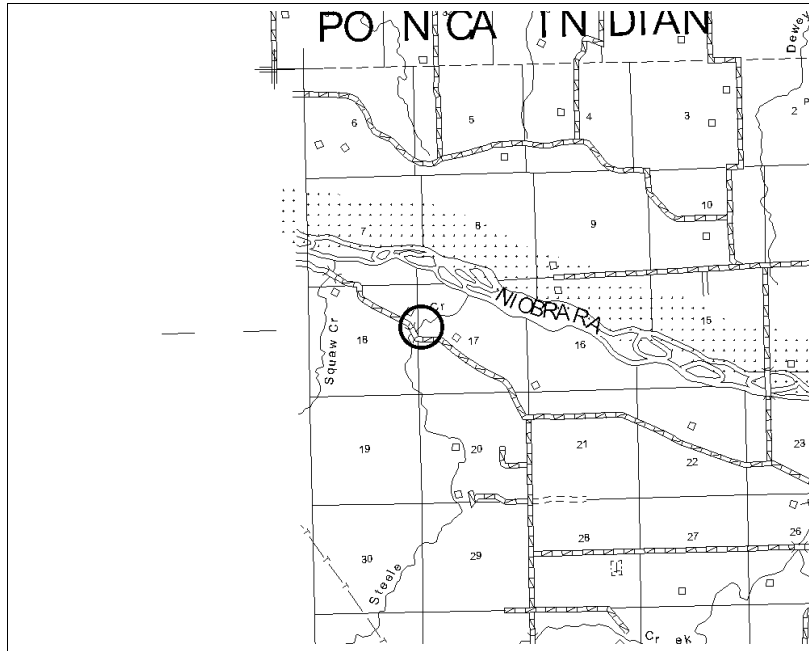
TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments. According to county highway superintendent, reconstruction date may correspond to when the bridge was moved to its current location.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005401905P	NeHBS NUMBER: KX00-358	YEAR BUILT: 1946
LOCATION: 8.1W .4S OF WINNETOON	FEATURE CARRIED: COUNTY ROAD 875	YEAR RECONSTRUCTED: 1965
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,706,220.59	EASTING: 572,026.85	TOWNSHIP: 29	RANGE: 07	DIRECTION W	SECTION: 10
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 72	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 71	Truss - deck	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Prefabricated modular truss. Modular design. Paired trusses in deck-truss arrangement. 30-40 steel I-beams perpendicular to roadway between deck and trusses. Truss sections connected by pins. Truss-member connections are welded. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural	Widened	1965

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

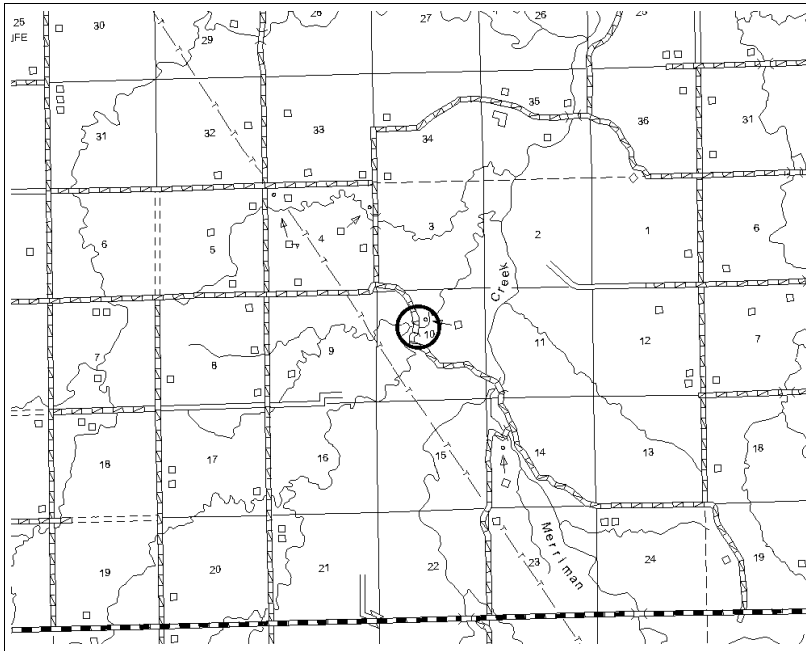
REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion A: Economic solution to transportation and bridge-building problem.

Criterion C: Nebraska's only example of a prefabricated modular truss design that is uncommon nationally.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Widened from 12 feet to 16 feet in 1965. Only prefabricated modular truss identified in Nebraska. Retains integrity of materials, design, and workmanship. Appears to be a World War II or post-war, prefabricated modular bridge, designed for easy assembly, disassembly, and relocation. Truss modules enable use for different span lengths. The modules are manufactured as truss-end units (with one sloped chord) or as center-span units (parallel chords) and joined together with large cotter-pin connectors. The size and connection of module members allow the truss to be erected in either a deck or pony truss arrangement. This bridge was installed in a deck-truss arrangement, making it particularly unusual because deck trusses of any type are rare both in Nebraska and nationally. Similar bridges were identified in Arkansas and Texas and the two Arkansas examples are listed in the NRHP. Believed to be a surplus U.S. Army portable structure, this bridge provided an economic solution to Knox County's transportation and bridge-building program immediately following World War II.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005402205P	NeHBS NUMBER: KX00-359	YEAR BUILT: 1905
LOCATION: 6.5S 1.5W OF VERDEL	FEATURE CARRIED: COUNTY ROAD 890	YEAR RECONSTRUCTED: 1964
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: PISCHEL CREEK	

UTM ZONE: 14	NORTHING: 4,730,019.49	EASTING: 564,137.50	TOWNSHIP: 32	RANGE: 08	DIRECTION W	SECTION: 26
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 17.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 18	MAIN SPAN DETAILS: Pratt pony half-hip truss. 9 steel stringers and 2 floor beams. Timber deck.	APPROACH SPAN DETAILS:

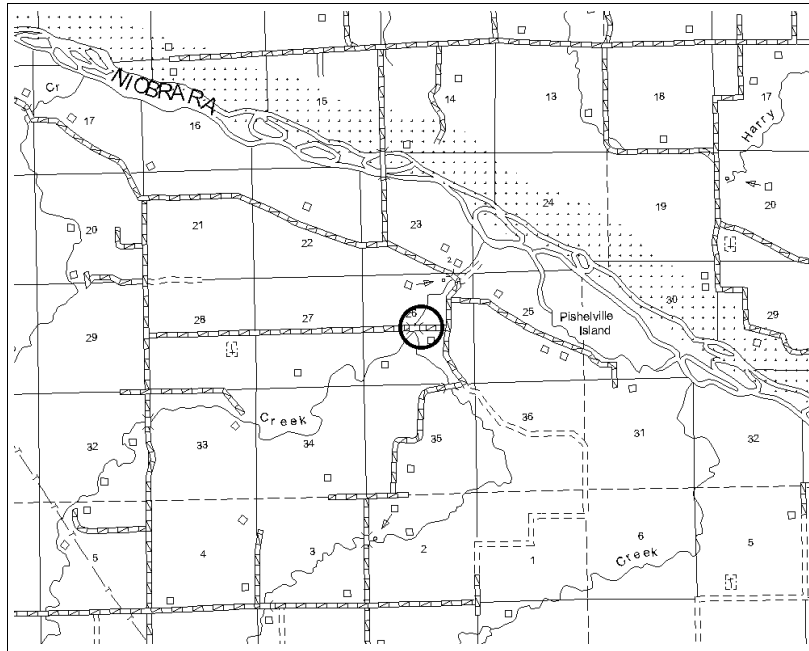
TRUSS CONNECTION: Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Ornamental cross-lattice railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005405410	NeHBS NUMBER: KX00-360	YEAR BUILT: 1935
LOCATION: 13.7W 1S OF WINNETOON	FEATURE CARRIED: COUNTY ROAD 874	YEAR RECONSTRUCTED: 1953
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,705,021.39	EASTING: 562,862.27	TOWNSHIP: 29	RANGE: 08	DIRECTION W	SECTION: 10
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Steel I-beam. 8 rolled I-beams. I-beams bolted to substructure. Timber deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Added main members	
SURROUNDING LAND USE:		
Agricultural		

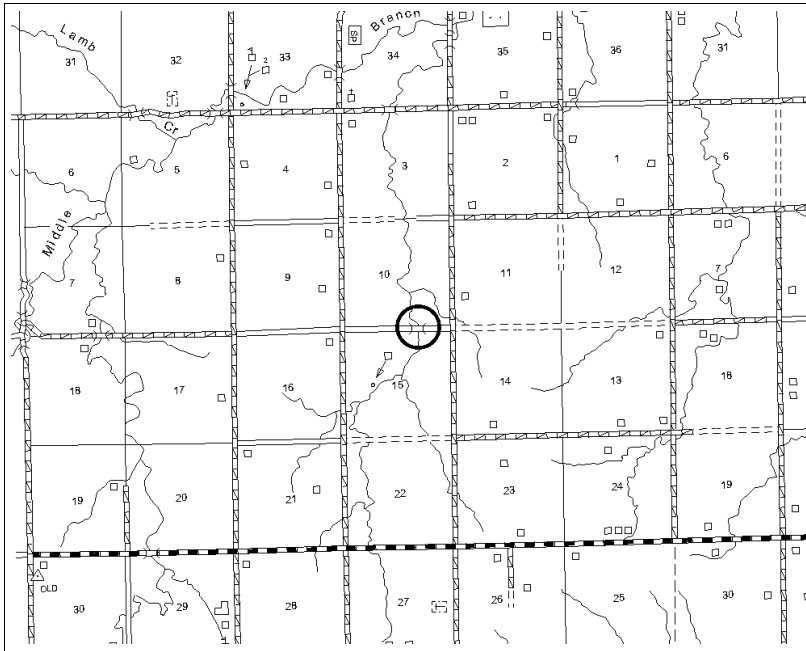
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Cross beam has been added for support.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005405705	NeHBS NUMBER: KX00-361	YEAR BUILT: 1925
LOCATION: 538TH AVENUE, S 875TH ROAD	FEATURE CARRIED: COUNTY ROAD 538TH AVENUE	YEAR RECONSTRUCTED: 1960
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,707,150.41	EASTING: 602,007.42	TOWNSHIP: 29	RANGE: 04	DIRECTION W	SECTION: 11
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Pratt pony truss. V-lacing on top chord.	APPROACH SPAN DETAILS:

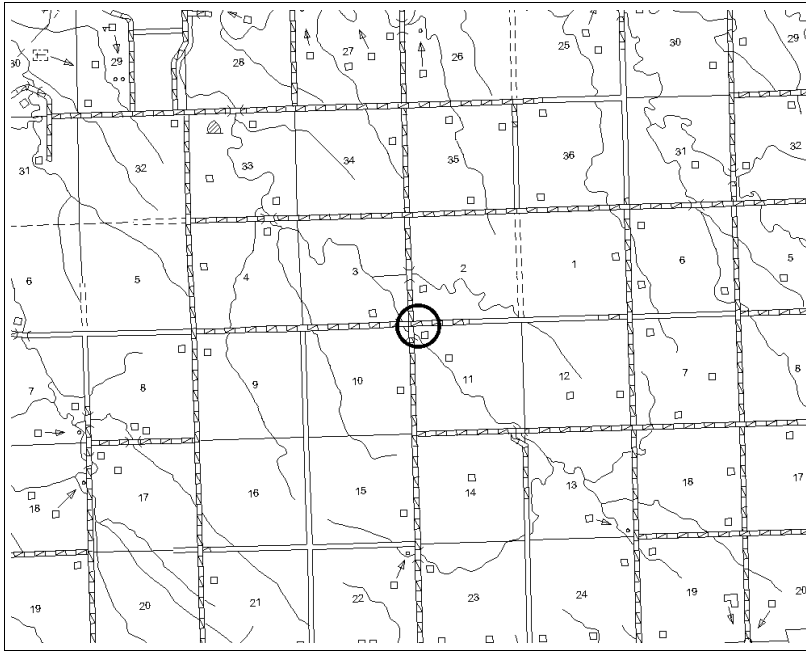
TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Timber wing walls. Open steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005405715	NeHBS NUMBER: KX00-362	YEAR BUILT: 1952
LOCATION: 538TH AVENUE, .9 N 877TH ROAD	FEATURE CARRIED: COUNTY ROAD 538TH AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: LITTLE BAZILE CREEK	

UTM ZONE: 14	NORTHING: 4,711,590.06	EASTING: 601,805.48	TOWNSHIP: 30	RANGE: 04	DIRECTION W	SECTION: 27
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 102	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 100	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.4	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.9	MAIN SPAN DETAILS: Pratt pony truss. 11 I-beams. X-lacing on main members. Concrete deck and concrete curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

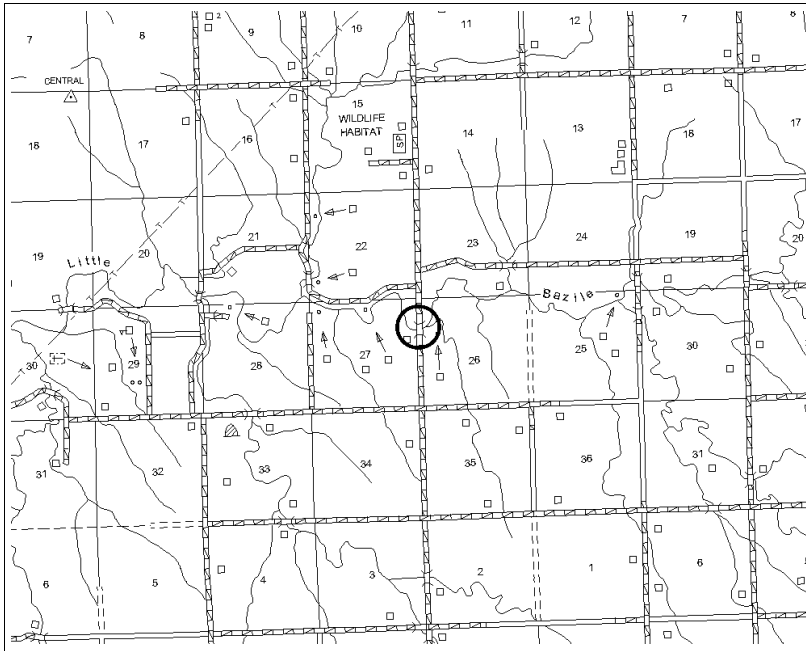
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Open steel piles. Timber wing walls. Simple metal railings.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005406315	NeHBS NUMBER: KX00-363	YEAR BUILT: 1951
LOCATION: 2.4W 2.9S OF BLOOMFIELD	FEATURE CARRIED: COUNTY ROAD 541 AVENUE	YEAR RECONSTRUCTED: 1961
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: LITTLE BAZILE CREEK	

UTM ZONE: 14	NORTHING: 4,712,219.12	EASTING: 606,723.11	TOWNSHIP: 30	RANGE: 03	DIRECTION W	SECTION: 20
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 84	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.7	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Pratt pony truss. 11 steel stringers and 2 floor beams. V-lacing on main members. Timber deck with gravel overlay.	APPROACH SPAN DETAILS: 11 steel beams. Timber deck with gravel overlay.

TRUSS CONNECTION: Riveted
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:
None.

TYPE OF DEVELOPMENT:
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

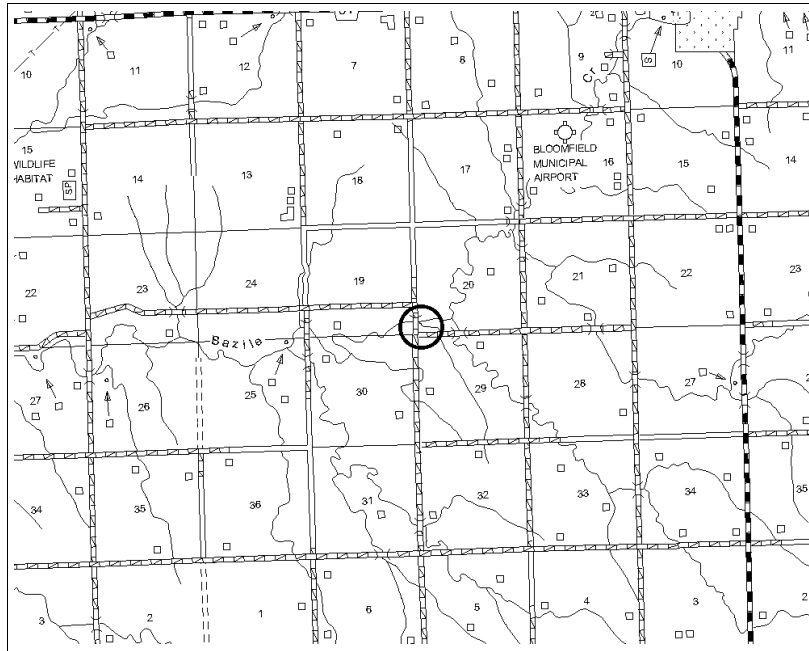
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Open steel pile.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005411120	NeHBS NUMBER: KX00-364	YEAR BUILT: 1935
LOCATION: 8.5W 1.2N OF VERDIGRE	FEATURE CARRIED: COUNTY ROAD 515 AVENUE	YEAR RECONSTRUCTED: 1965
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: NORTH BRANCH VERDIGRIS CREEK	

UTM ZONE: 14	NORTHING: 4,718,182.54	EASTING: 565,067.43	TOWNSHIP: 31	RANGE: 08	DIRECTION W	SECTION: 36
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STATUS: Extant - in service	OWNER: County Highway Agency	
STRUCTURE LENGTH (FT): 100	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 75	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 18	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 18.2	MAIN SPAN DETAILS: Warren pony truss. 3 floor beams. V-lacing on main members. Timber deck.	APPROACH SPAN DETAILS: Multiple steel stringers. Timber deck.

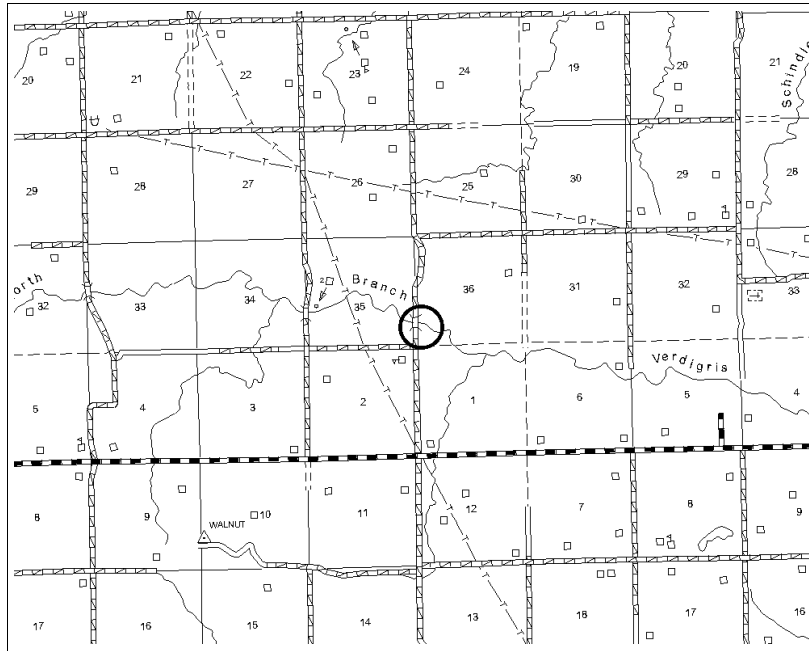
TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments. According to county highway superintendent, reconstruction date may correspond to when the bridge was moved to its current location.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005416710	NeHBS NUMBER: KX00-365	YEAR BUILT: 1935
LOCATION: .5W 3.5S OF BLOOMFIELD	FEATURE CARRIED: COUNTY ROAD 543 AVENUE	YEAR RECONSTRUCTED: 1963
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,711,342.82	EASTING: 609,884.71	TOWNSHIP: 30	RANGE: 03	DIRECTION W	SECTION: 27
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 17.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 18	MAIN SPAN DETAILS: Pratt pony truss. 3 floor beams. Combination of bolted and riveted connections. V-lacing on main members. Timber deck with gravel overlay.	APPROACH SPAN DETAILS:

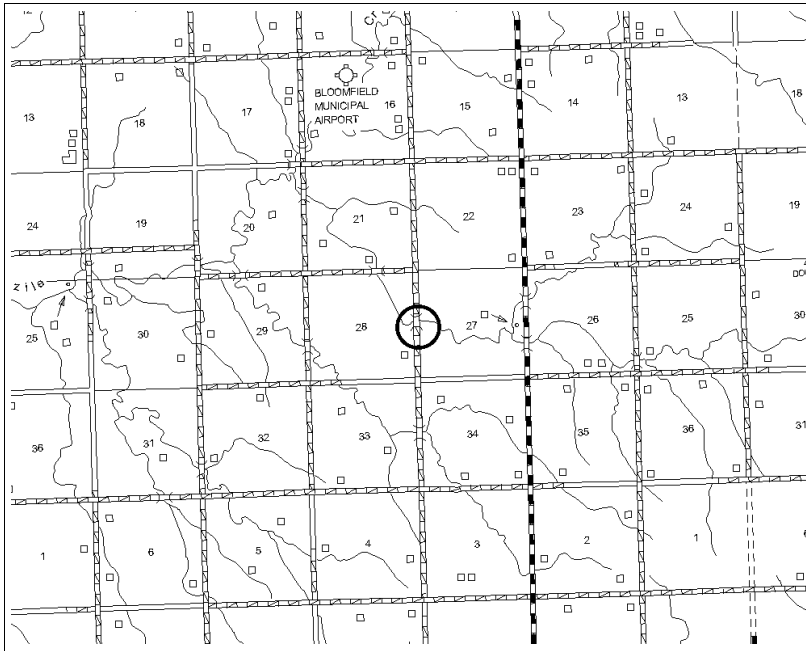
TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C005418115	NeHBS NUMBER:	KX00-366	YEAR BUILT:	1935
LOCATION:	JCT HIGHWAY N12/HIGHWAY N121 1W 3.6S	FEATURE CARRIED:	COUNTY ROAD 550 AVENUE	YEAR RECONSTRUCTED:	1964
DISTRICT:	3	COUNTY:	Knox	FEATURE CROSSED:	WEST BOW CREEK

UTM ZONE:	14	NORTHING:	4,725,964.85	EASTING:	620,854.39	TOWNSHIP:	31	RANGE:	02	DIRECTION	W	SECTION:	10
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	103	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	Steel
LENGTH OF MAXIMUM SPAN (FT):	80		Truss - thru		Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	24	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	2
DECK WIDTH (OUT-TO-OUT) (FT):	24.4	MAIN SPAN DETAILS:	Pratt pony truss. 4 floor beams and multiple steel stringers. Most connections are riveted but a few have bolts. V-lacing on main members. Concrete deck with asphalt overlay.		

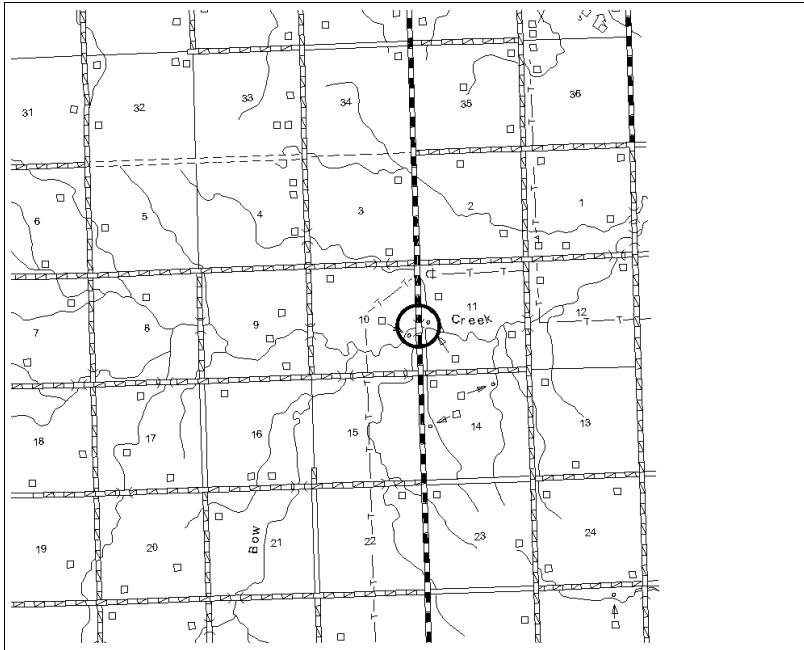
TRUSS CONNECTION:	Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal		None.
SUBSTRUCTURE:	Steel		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Open steel pile at main and approach span juncture.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005424615P	NeHBS NUMBER: KX00-367	YEAR BUILT: 1935
LOCATION: 877TH RD, W OF 535TH AVE	FEATURE CARRIED: COUNTY ROAD 877TH ROAD	YEAR RECONSTRUCTED: 1958
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,710,771.78	EASTING: 596,342.23	TOWNSHIP: 30	RANGE: 04	DIRECTION W	SECTION: 30
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 71	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.7	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Warren pony truss. 11 I-beams. Steel floor beams. Combination rivet and bolt connections. V-lacing top chord. "Carnegie USA" and "Illinois USA" stamped on main members. Corrugated metal deck with concrete overlay.	APPROACH SPAN DETAILS:

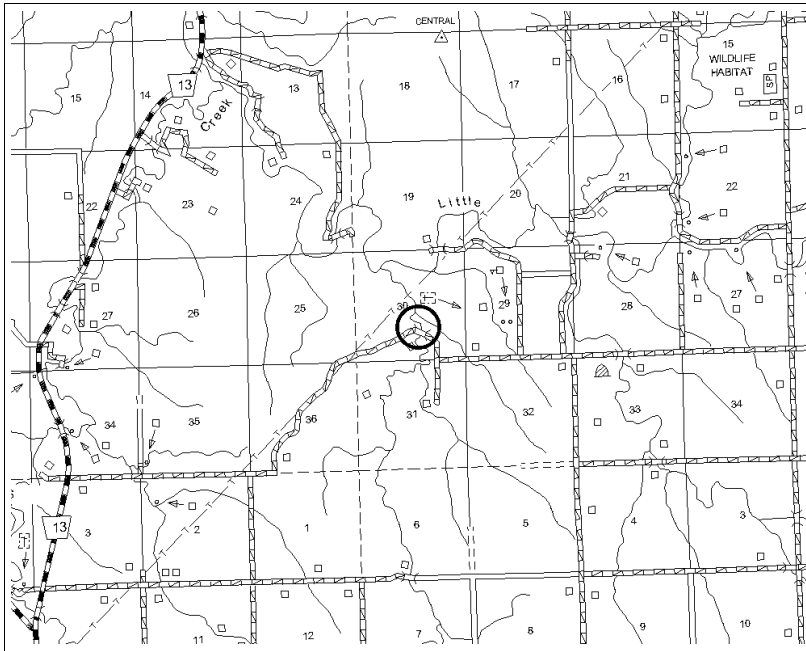
TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing walls. According to county highway superintendent, reconstruction date may correspond to when the bridge was moved to its current location.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005435060	NeHBS NUMBER: KX00-368	YEAR BUILT: 1935
LOCATION: .9W 2N OF WAUSA	FEATURE CARRIED: COUNTY ROAD 876	YEAR RECONSTRUCTED: 1961
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,709,071.42	EASTING: 618,136.26	TOWNSHIP: 29	RANGE: 02	DIRECTION W	SECTION: 04
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Pratt pony truss. 2 floor beams. Combination of bolted and riveted connections. V-lacing on main members. Timber deck.	APPROACH SPAN DETAILS:

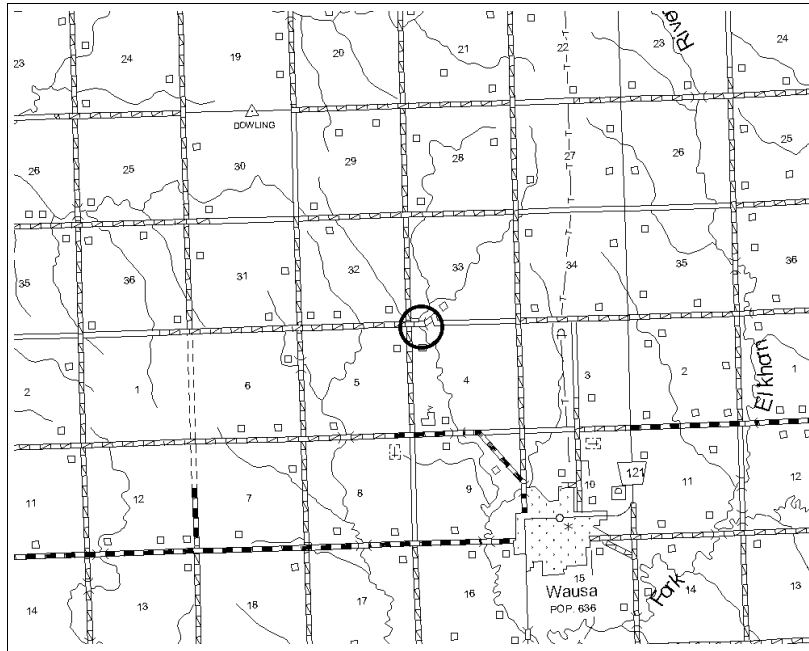
TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Concrete abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S012 15184	NeHBS NUMBER:	KX00-369	YEAR BUILT:	1961
LOCATION:	1E VERDEL	FEATURE CARRIED:	HIGHWAY N12	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Knox	FEATURE CROSSED:	PONCA CREEK

UTM ZONE:	14	NORTHING:	4,740,137.38	EASTING:	567,336.93	TOWNSHIP:	33	RANGE:	07	DIRECTION	W	SECTION:	30
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	282	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	120		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	28	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	32.8	MAIN SPAN DETAILS:	Deck steel-plate girder. Continuous, cantilever, skewed, with five lines of welded plate-girders with cross bracing and bent-plate diaphragms. Concrete deck and concrete curb.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				Capacity 80 tons, S714-A-1, 1961.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:	NDOR: A.H. Dederman, State Bridge Engineer				

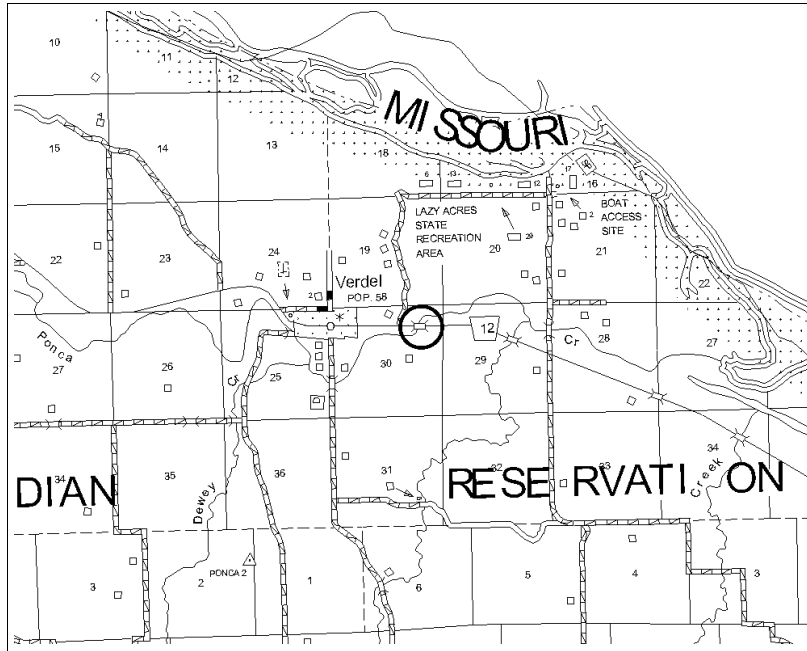
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)		Installed concrete anchor blocks		1985
SURROUNDING LAND USE:	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished later example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Plans reference standard plan 168 and Railing 1749-A. Substructure is a combination of steel and concrete.

SOURCES:

Bridge plans dated 1960 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S084 01789	NeHBS NUMBER: KX00-370	YEAR BUILT: 1959
LOCATION: 4W BLOOMFIELD	FEATURE CARRIED: HIGHWAY N84	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,717,001.79	EASTING: 604,735.01	TOWNSHIP: 30	RANGE: 04	DIRECTION W	SECTION: 01
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 66	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 65	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 31	MAIN SPAN DETAILS: 5 prestressed concrete girders with concrete diaphragm. Curved concrete end posts. Concrete curb and concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

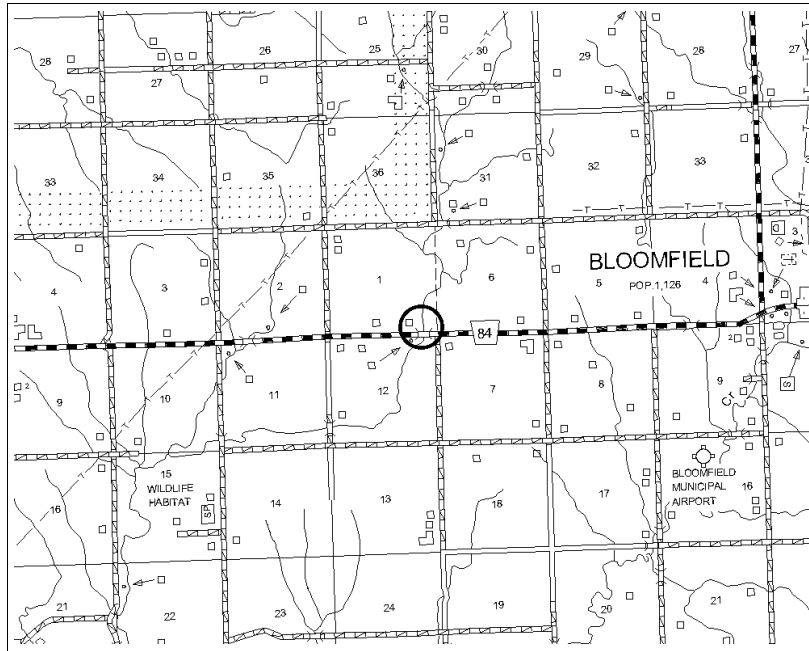
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S084 02161	NeHBS NUMBER: KX00-371	YEAR BUILT: 1959
LOCATION: IN BLOOMFIELD	FEATURE CARRIED: HIGHWAY N84	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Knox	FEATURE CROSSED: LITTLE BAZILE CREEK	

UTM ZONE: 14	NORTHING: 4,717,280.25	EASTING: 610,748.23	TOWNSHIP: 30	RANGE: 03	DIRECTION W	SECTION: 03
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 141	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Frame	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 46	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 54.5	MAIN SPAN DETAILS: Continuous concrete slab. Variable depth. Curved concrete end posts. Concrete curb on south side. Sidewalk on north side.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 15 tons, S-132(9)-1, 1959.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

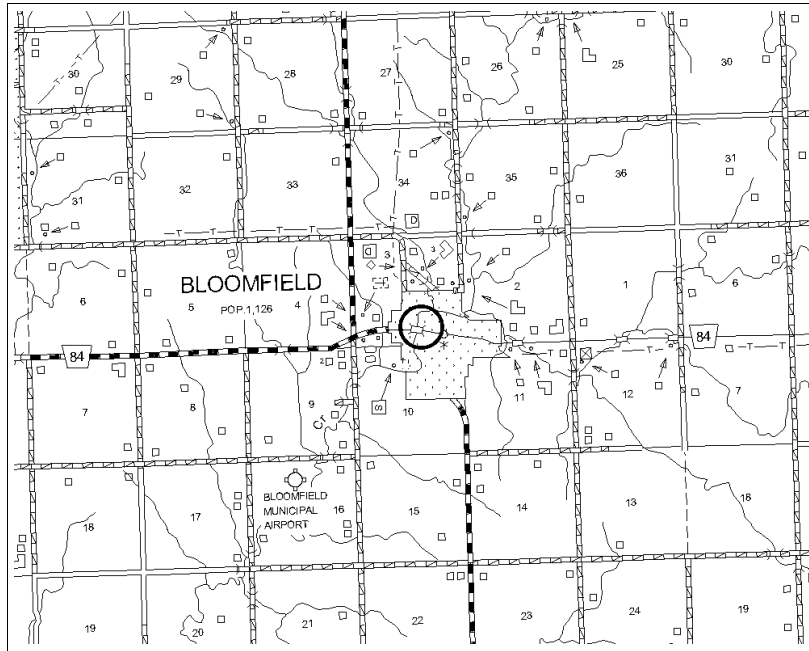
TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Town (small communities)		
SURROUNDING LAND USE:		
Residential		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 solid concrete piers. Railing continues along top edge of wing walls on north side.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005500305	NeHBS NUMBER: LC00-131	YEAR BUILT: 1954
LOCATION: .5S 1W OF KRAMER	FEATURE CARRIED: SOUTHWEST 128TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: OLIVE BRANCH (V 25)	

UTM ZONE: 14	NORTHING: 4,494,264.23	EASTING: 678,158.96	TOWNSHIP: 07	RANGE: 05	DIRECTION E	SECTION: 18
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.7	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24	MAIN SPAN DETAILS: Steel I-beam. 11 rolled I-beams with pipe separators. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: Midwest Bridge, Lumber and Supply Co. - Contractor.		

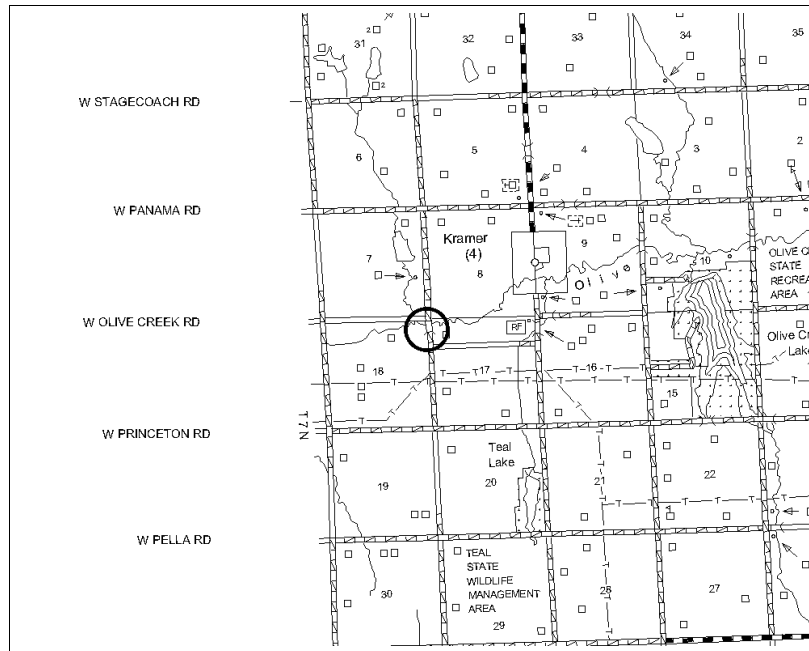
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Bridge repaired by Lancaster County workers 3/16/2005.

SOURCES:

Plans dated 1954 available at Lancaster County Highway Superintendent's Office.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005500505	NeHBS NUMBER: LC00-132	YEAR BUILT: 1959
LOCATION: .5S OF KRAMER	FEATURE CARRIED: SOUTHWEST 114TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: STREAM (V 34)	

UTM ZONE: 14	NORTHING: 4,494,304.89	EASTING: 679,851.80	TOWNSHIP: 07	RANGE: 05	DIRECTION E	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 30	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 29	Box beam or girders - multiple	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.2	MAIN SPAN DETAILS: 8 prestressed concrete box beams. Concrete curb and concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:

RAILING: Metal beam

SUBSTRUCTURE: Concrete

ENGINEER / DESIGNER:

Lancaster County Bridge Engineer; Dobson Bros., Contractor;
Nebraska Prestressed Concrete Co., Fabricator

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

1959 on bridge plate.

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

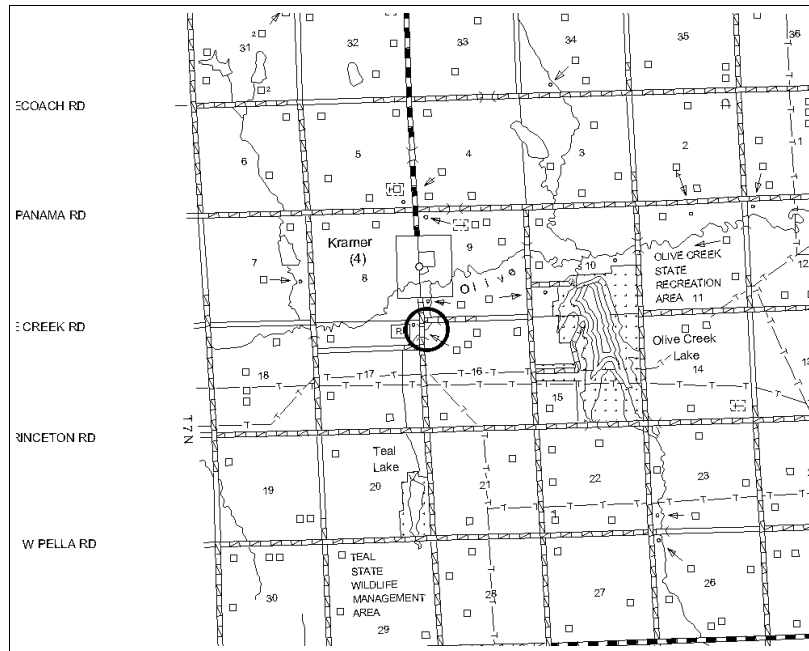
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example with no evidence of special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

6 concrete piles. Timber wing walls. Bridge plan 010655.

SOURCES:

Shop plans available at Lancaster County Highway Superintendent's Office, Plan #010655.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005500505P	NeHBS NUMBER: LC14-001	YEAR BUILT: 1954
LOCATION: SE EDGE OF MALCOLM	FEATURE CARRIED: NORTHWEST 105TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: ELK CREEK (E 38)	

UTM ZONE: 14	NORTHING: 4,530,227.39	EASTING: 680,105.61	TOWNSHIP: 11	RANGE: 05	DIRECTION: E	SECTION: 21
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 39	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.2	MAIN SPAN DETAILS: Steel I-beam. 5 rolled I-beams with bent plate diaphragms. Concrete deck with curbs and parapets.	APPROACH SPAN DETAILS:

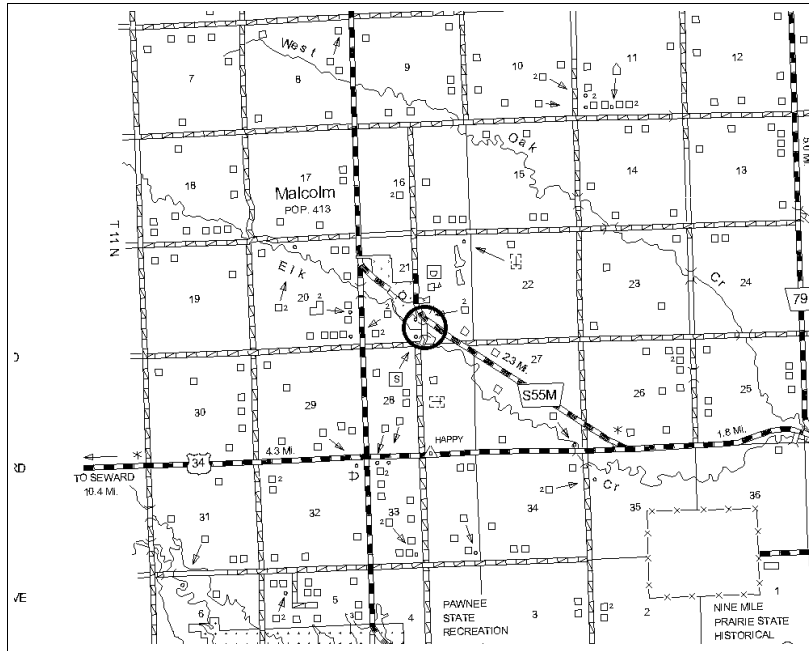
TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		E-38 Capacity 15 tons, 1954.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: Omaha Steel Works, Fabricator; Midwest Bridge & Supply Co., Contractor		
TYPE OF DEVELOPMENT: Town (small communities)	ALTERATIONS: Repaired substructure	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural/Recreational		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



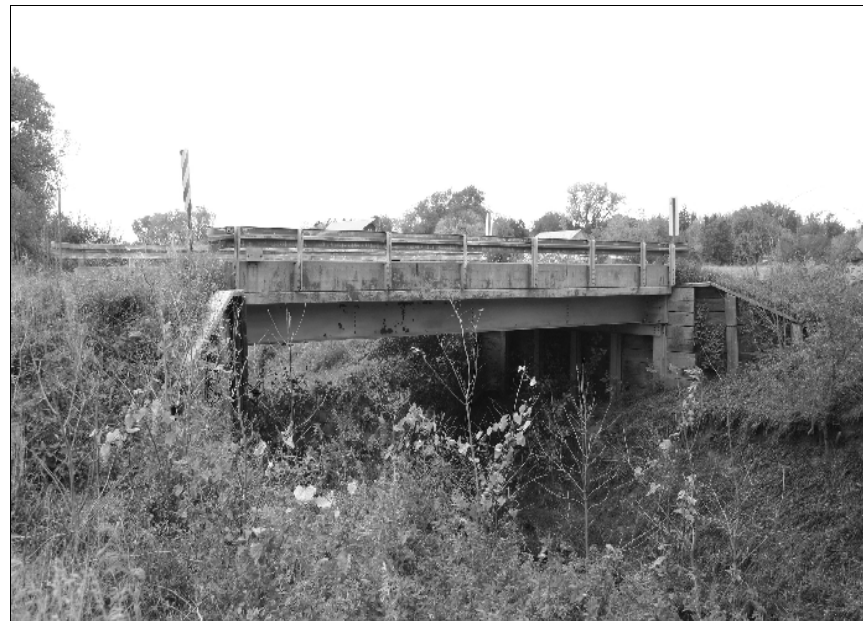
ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Bridge cost \$10,393.83. Maintenance records at Lancaster County Highway Superintendent's Office indicate several repairs to abutments between 1991 and 1996.

SOURCES:

Shop plans available at Lancaster County Highway Superintendent's Office.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005501110	NeHBS NUMBER: LC00-133	YEAR BUILT: 1959
LOCATION: W EDGE OF BLUE STEM REC	FEATURE CARRIED: SOUTHWEST 72ND STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: NORTH BRANCH	

UTM ZONE: 14	NORTHING: 4,500,713.06	EASTING: 684,492.24	TOWNSHIP: 08	RANGE: 05	DIRECTION: E	SECTION: 25
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 39	Box beam or girders - multiple	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.3	MAIN SPAN DETAILS: 8 multiple adjacent prestressed concrete box beams. Concrete curb and concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		1959 on bridge plate.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: Lancaster County Bridge Engineer; Dobson Bros., Contractor; Nebraska Prestressed Concrete Co., Fabricator		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

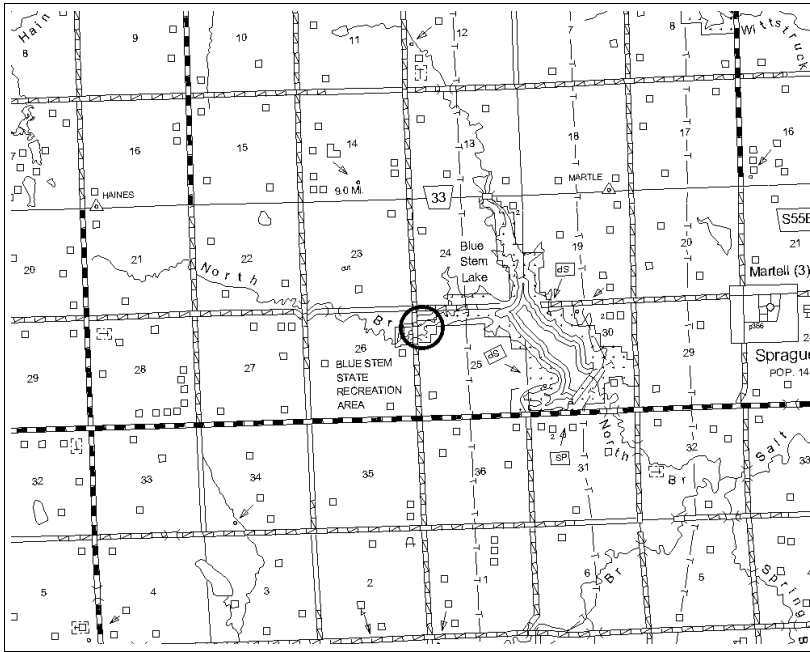
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant representative example of a prestressed-concrete box beam that demonstrates the longer-span capability of the type; earliest example of type in state; early example by major Nebraska producer.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutment with 6 piles. Timber wing walls. Built in 1959, this multiple prestressed concrete box-beam bridge was determined eligible as an example of a very uncommon type, as one of Nebraska's earliest extant prestressed concrete box-beam bridges designed by a county highway engineer, and as a representative of the first prestressed bridge products of a pioneer Nebraska prestressed concrete manufacturer. Bridge C00550110 is the longest of the Nebraska Prestressed Concrete Company's three 1959 bridges for Lancaster County and represents the design potential of the prestressed box beam for producing longer spans than earlier types. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

Shop plans available at Lancaster County Highway Superintendent's Office, Plan #010656. Production plans available at Concrete Industries, Lincoln (formerly Nebraska Prestressed Concrete Company), as Lancaster Co. Bridges, No. 59SL 37-42, Oct. 30, 1959.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005501805	NeHBS NUMBER: LC00-134	YEAR BUILT: 1954
LOCATION: 2S OF BRANCHED OAK LAKE	FEATURE CARRIED: WAVERLY ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: WEST OAK CREEK (E 156)	

UTM ZONE: 14	NORTHING: 4,533,201.68	EASTING: 680,594.56	TOWNSHIP: 11	RANGE: 05	DIRECTION: E	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 24	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 23	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.2	MAIN SPAN DETAILS: Steel I-beam. 10 rolled I-beams with pipe separators. Concrete deck with curbs and parapets.	APPROACH SPAN DETAILS:

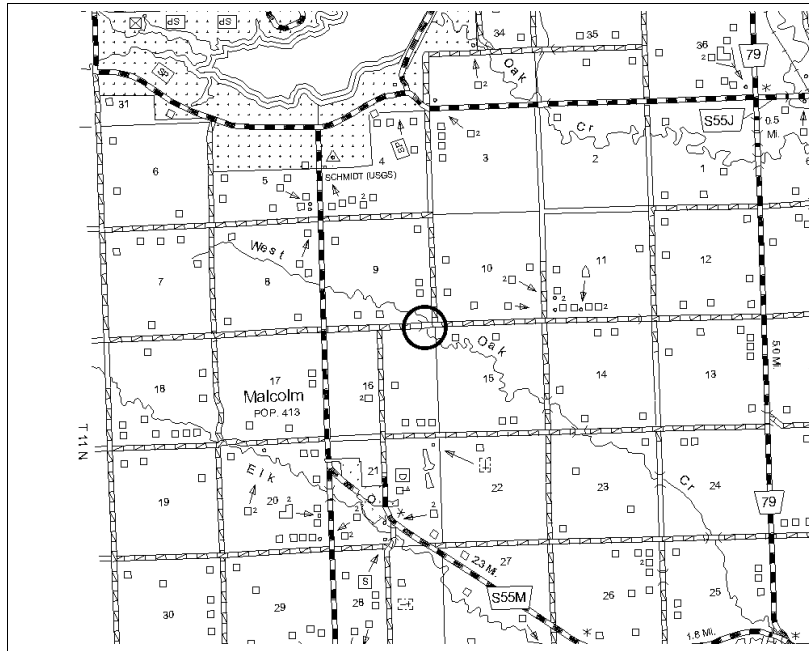
TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		E-156 Capacity 15 Tons 1954
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: Midwest Bridge, Lumber & Supply Co.; Omaha Steel Works - Fabricator.		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel pilings. Bridge cost \$6,160.25.

SOURCES:

Shop plans available at Lancaster County Highway Superintendent's Office.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005504010	NeHBS NUMBER: LC00-135	YEAR BUILT: 1954
LOCATION: 1E OF CONESTOGA LAKE	FEATURE CARRIED: WEST PIONEERS BOULEVARD	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: STREAM (N 225)	

UTM ZONE: 14	NORTHING: 4,515,490.72	EASTING: 683,139.78	TOWNSHIP: 09	RANGE: 05	DIRECTION: E	SECTION: 11
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 24	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 23	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24	MAIN SPAN DETAILS: Steel I-beam. 11 rolled I-beams with pipe separators. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:

RAILING:	Metal
SUBSTRUCTURE:	Timber

ENGINEER / DESIGNER:

Lancaster County Bridge Engineer

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Reinforced wingwall

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

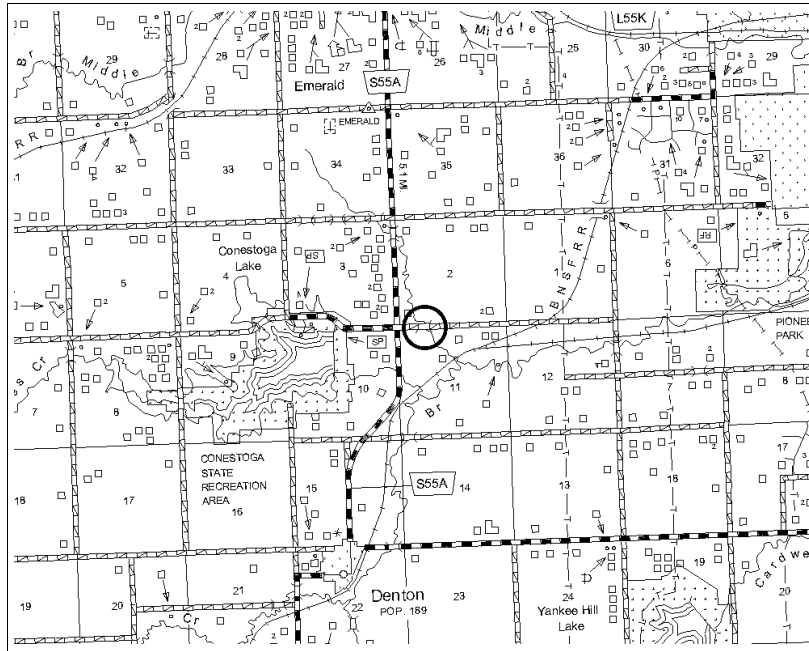
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Maintenance records and Lancaster County Engineer's Office indicate alterations to wing walls and back walls between 1970 and 1986.

SOURCES:

Field drawings available at Lancaster County Highway Superintendent's Office.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005504125P	NeHBS NUMBER: LC00-136	YEAR BUILT: 1955
LOCATION: 6.5N OF WAVERLY	FEATURE CARRIED: NORTH 141ST STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: ROCK CREEK	

UTM ZONE: 14	NORTHING: 4,543,176.02	EASTING: 707,697.96	TOWNSHIP: 12	RANGE: 08	DIRECTION: E	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24	MAIN SPAN DETAILS: Steel I-Beam. 11 rolled steel I-beams with pipe separators. Concrete deck with curbs.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: Lancaster County Bridge Engineer		

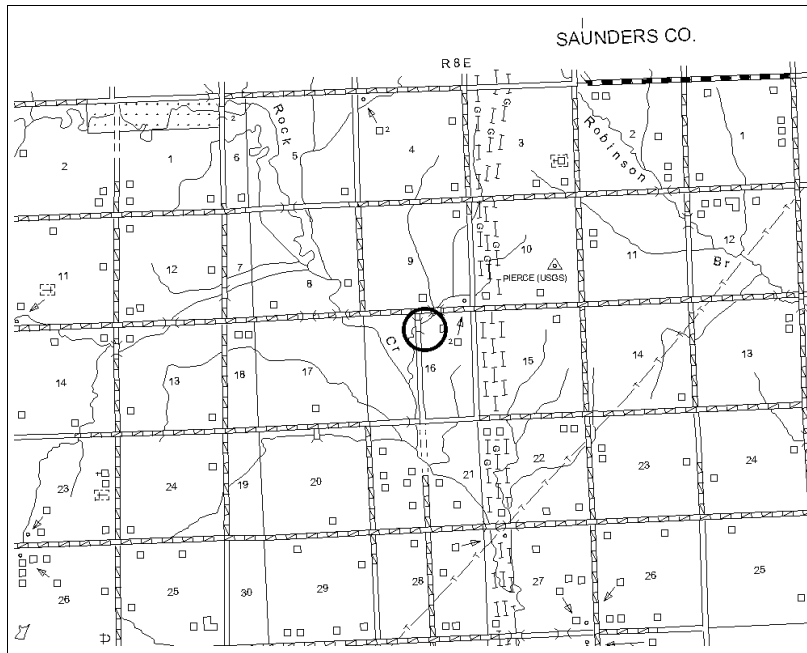
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles..

SOURCES:

Maintenance records at Lancaster County Highway Superintendent's Office.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005505405	NeHBS NUMBER: LC00-137	YEAR BUILT: 1954
LOCATION: 2N 2.7W OF MARTELL	FEATURE CARRIED: WEST WITTSTRUCK ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: SALT CREEK (U 117)	

UTM ZONE: 14	NORTHING: 4,504,238.97	EASTING: 684,827.65	TOWNSHIP: 08	RANGE: 05	DIRECTION E	SECTION: 12
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 30	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 29	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.2	MAIN SPAN DETAILS: 11 I-beams. Concrete curb and concrete deck.	APPROACH SPAN DETAILS:

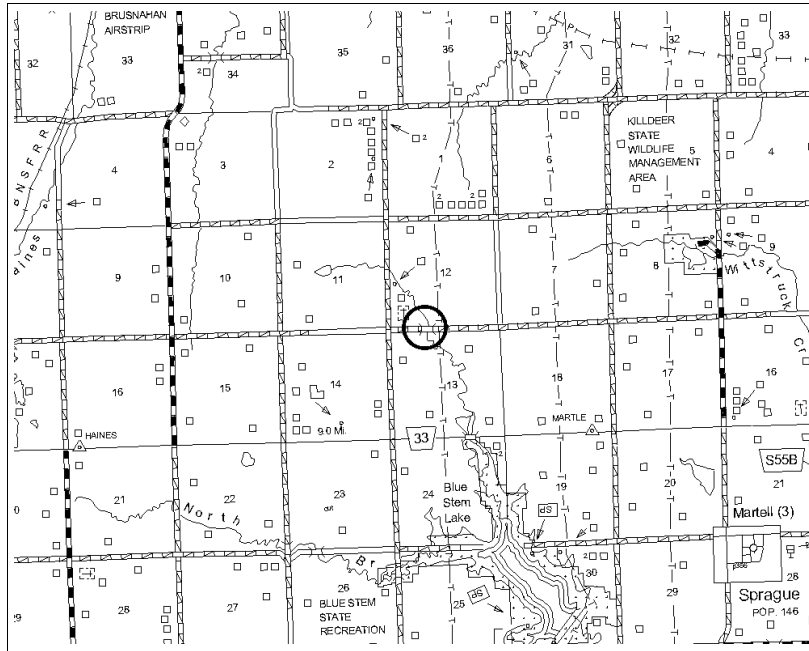
TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		1954 on bridge plate.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: Midwest Bridge, Lumber & Supply - Contractor; Omaha Steel Works - Fabricator.		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing wall.

SOURCES:

Shop plans available at Lancaster County Highway Superintendent's Office.

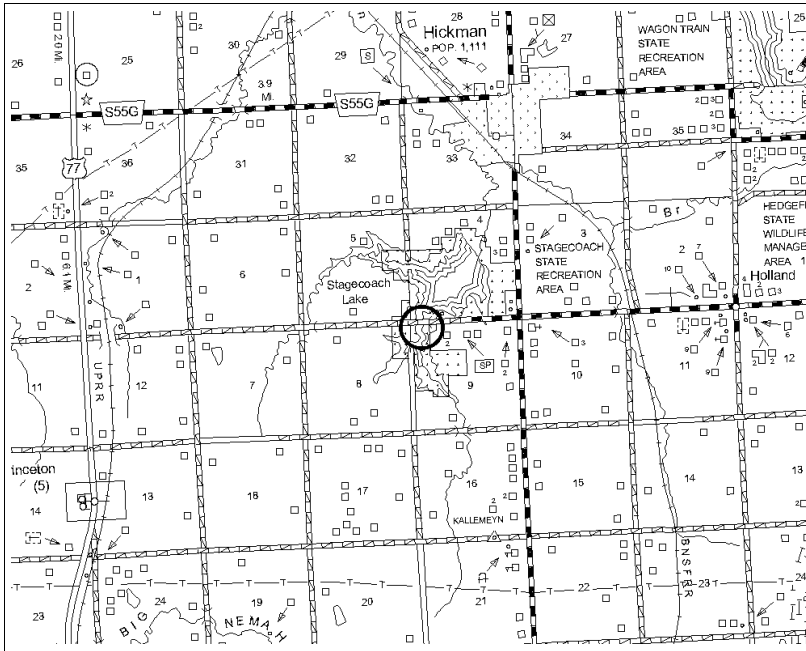
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005506445		NeHBS NUMBER: LC00-138		YEAR BUILT: 1963	
LOCATION: JCT US HIGHWAY 77/S-55G 2S 3E		FEATURE CARRIED: PANAMA ROAD		YEAR RECONSTRUCTED: 0	
DISTRICT: 1 COUNTY: Lancaster		FEATURE CROSSED: STREAM (X 129)			
UTM ZONE: 14 NORTHING: 4,496,461.72 EASTING: 699,134.11		TOWNSHIP: 07 RANGE: 07 DIRECTION E SECTION: 09			
STATUS: Extant - in service		OWNER: County Highway Agency			
STRUCTURE LENGTH (FT): 62		BRIDGE TYPE: Concrete		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 30		Channel beam			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 27.3		NUMBER OF MAIN SPANS: 2		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 29.3		MAIN SPAN DETAILS: 11 channel beams. Asphalt pavement.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				None.	
SUBSTRUCTURE: Concrete					
ENGINEER / DESIGNER: U.S. Army Corps of Engineers					
TYPE OF DEVELOPMENT: Rural (unincorporated areas)		ALTERATIONS: Change in railing/parapet		DATE OF ALTERATION (IF KNOWN): 2003	
SURROUNDING LAND USE: Agricultural					
NBI HISTORIC CODE: 2 - Eligible for the NRHP		NATIONAL REGISTER DETERMINATION: Eligible		NATIONAL REGISTER DETERMINATION DATE: 2007	
REASON FOR NATIONAL REGISTER DETERMINATION: Criterion A: Associated with flood control project, and associated with U.S. Army Corps of Engineers (USACE).					
Criterion C: Significant, early example of this uncommon type.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

New guardrail. Open concrete piles. Corps of Engineers paid for bridge. New guardrail added 2003-2004. Plans reference U.S. Army Corp of Engineers Dam and Reservoir Site no. 9. This bridge is recommended eligible for the National Register under Criterion C as an early, significant example of an uncommon bridge type during the subject period. It retains integrity of materials, design, and workmanship. This bridge is also recommended eligible under Criterion A for its association with the conservation context. It was built by the US Army Corps of Engineers, Omaha District, as part of the Salt Creek Valley Project. The flood control project was authorized in 1958 to reduce flood damage, increase water quality, improve recreation, and enhance the fish and wildlife habitat. Bridge C005506445 crosses Stagecoach Lake (Dam Site No. 9), a 120-acre reservoir.

SOURCES:

Plans available at Lancaster County Highway Superintendent's Office and NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005511220	NeHBS NUMBER: LC00-139	YEAR BUILT: 1954
LOCATION: 2.5E 1N OF RAYMOND	FEATURE CARRIED: WEST BRANCHED OAK ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: LITTLE SALT CREEK	

UTM ZONE: 14	NORTHING: 4,538,285.65	EASTING: 691,274.95	TOWNSHIP: 12	RANGE: 06	DIRECTION: E	SECTION: 27
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 33	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24	MAIN SPAN DETAILS: Steel I-beam. 11rolled I-beams with pipe separators. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: Midwest Bridge Company - Contractor		

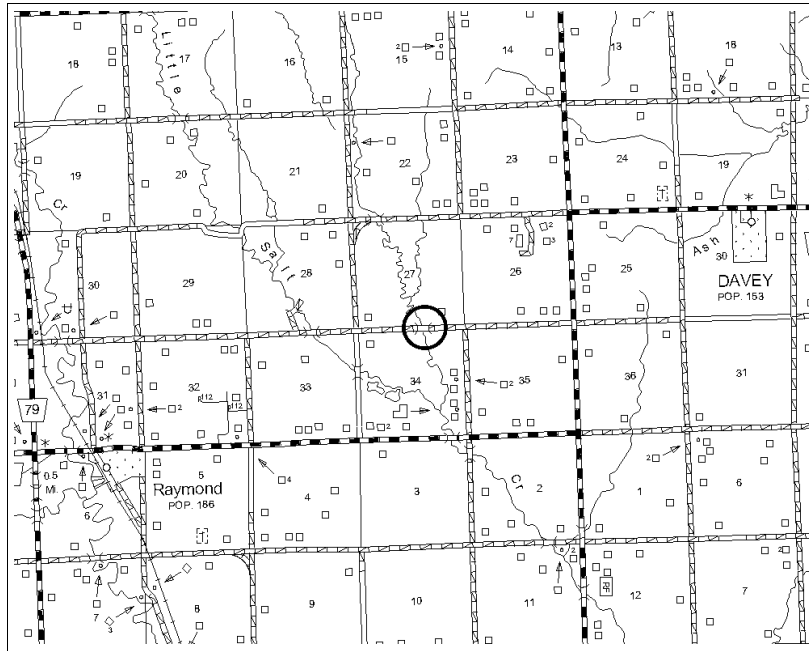
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



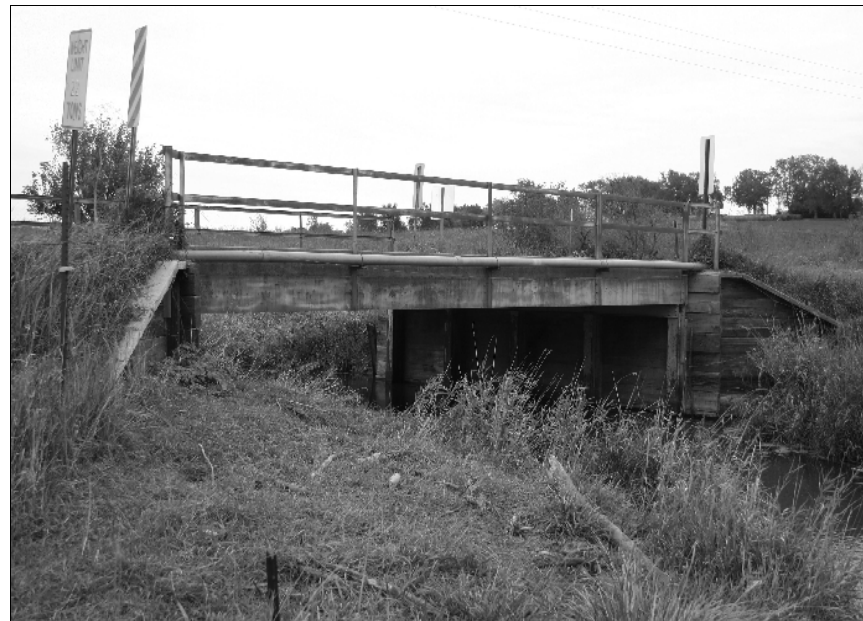
ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

Maintenance records at Lancaster County Highway Superintendent's Office.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005513710 **NeHBS NUMBER:** LC00-140 **YEAR BUILT:** 1960
LOCATION: JCT US HIGHWAY 77/US HIGHWAY 34 7.3E 1.5S **FEATURE CARRIED:** SOUTH 112TH STREET **YEAR RECONSTRUCTED:** 0
DISTRICT: 1 **COUNTY:** Lancaster **FEATURE CROSSED:** STREAM (J 135)

UTM ZONE: 14 **NORTHING:** 4,518,479.57 **EASTING:** 705,299.20 **TOWNSHIP:** 10 **RANGE:** 08 **DIRECTION:** E **SECTION:** 31

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 35 **BRIDGE TYPE:** Prestressed concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 33 Box beam or girders - multiple
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.2 **MAIN SPAN DETAILS:** 8 concrete box beams. Concrete deck. **APPROACH SPAN DETAILS:**

TRUSS CONNECTION:

RAILING: Metal beam

SUBSTRUCTURE: Concrete

ENGINEER / DESIGNER:

Lancaster County Bridge Engineer; Dobson Bros., Contractor;
Nebraska Prestressed Concrete Co., Fabricator

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

1959 on bridge plate.

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

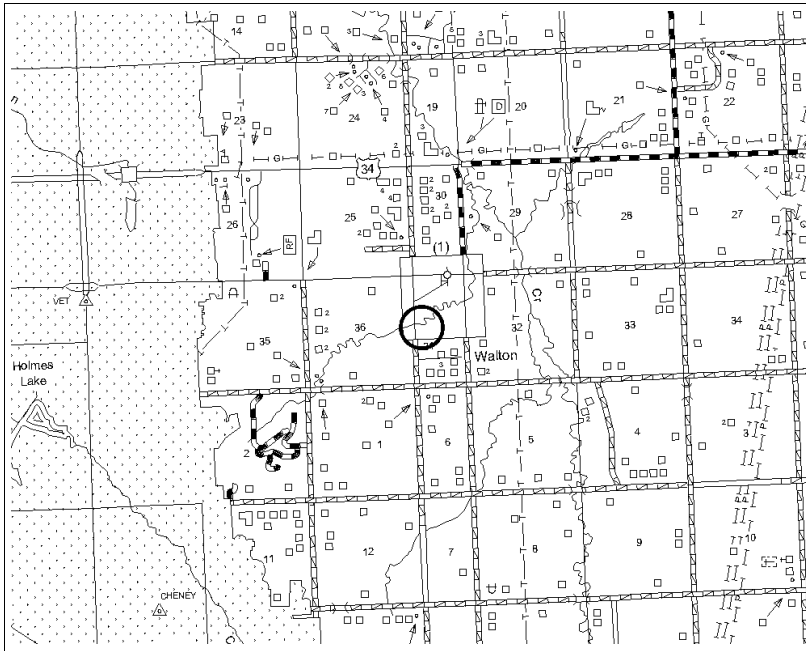
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example with no evidence of special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete substructure. Six concrete piles. Timber wing walls. Replaced a timber bridge. Bridge cost \$12,100.

SOURCES:

Shop plans available at Lancaster County Highway Superintendent's Office, Plan #010973.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005520720	NeHBS NUMBER: LC00-141	YEAR BUILT: 1947
LOCATION: .2N OF EMERALD	FEATURE CARRIED: NORTHWEST 98TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: MIDDLE CREEK (M 127)	

UTM ZONE: 14	NORTHING: 4,521,733.26	EASTING: 681,016.35	TOWNSHIP: 10	RANGE: 05	DIRECTION E	SECTION: 22
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 129	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 100	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 18.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Pratt pony truss. 9 I-beams and steel floor beams. Massive top chord. "Illinois S" stamped on I-beams, "Colorado" stamped on top chord. Continuous concrete deck across main and approach spans.	APPROACH SPAN DETAILS: 11 I-beams. Combination of bolts and rivets at main and approach span juncture.

TRUSS CONNECTION: Riveted
RAILING: Metal
SUBSTRUCTURE: Timber
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

1947 on bridge plate.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

ALTERATIONS:

Repaired main members

DATE OF ALTERATION (IF KNOWN):

SURROUNDING LAND USE:

Agricultural

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

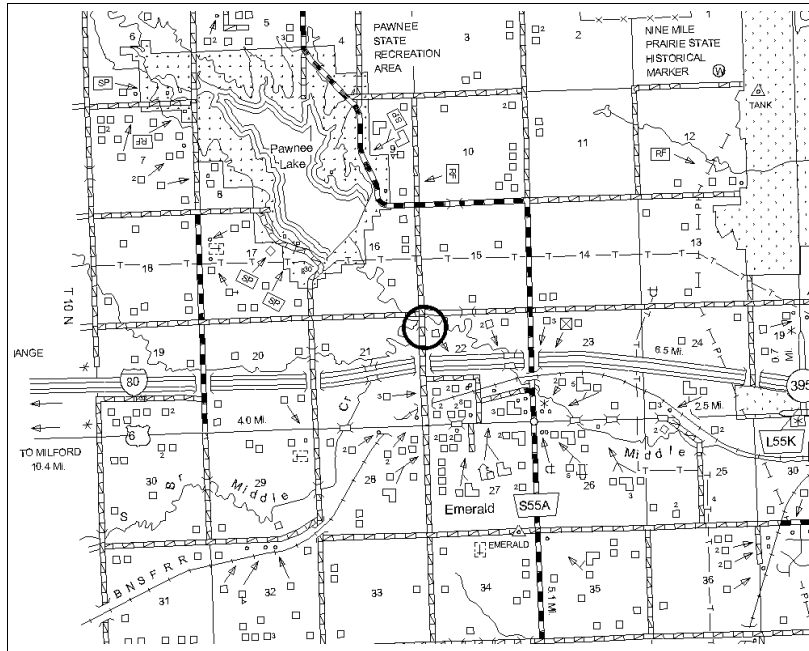
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber substructure. Intermediate steel pile at north approach span.

SOURCES:

Maintenance records at Lancaster County Highway Superintendent's Office reference Nebraska Standard Plan 1641.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005531130	NeHBS NUMBER: LC00-142	YEAR BUILT: 1949
LOCATION: .5N OF AGNEW	FEATURE CARRIED: NORTHWEST 70TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: NORTH OAK CREEK (D 41)	

UTM ZONE: 14	NORTHING: 4,544,387.15	EASTING: 683,684.74	TOWNSHIP: 12	RANGE: 05	DIRECTION: E	SECTION: 11
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 91	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 90	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 18.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.6	MAIN SPAN DETAILS: Pratt pony truss. 9 I-beams and 4 floor beams. Predominantly riveted, plates on center panel are primarily bolted. V-lacing on top chord. "Illinois," "Bethlehem Steel," "Colorado" stamped on main members. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		1947 on bridge plate.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: McBride - Contractor		

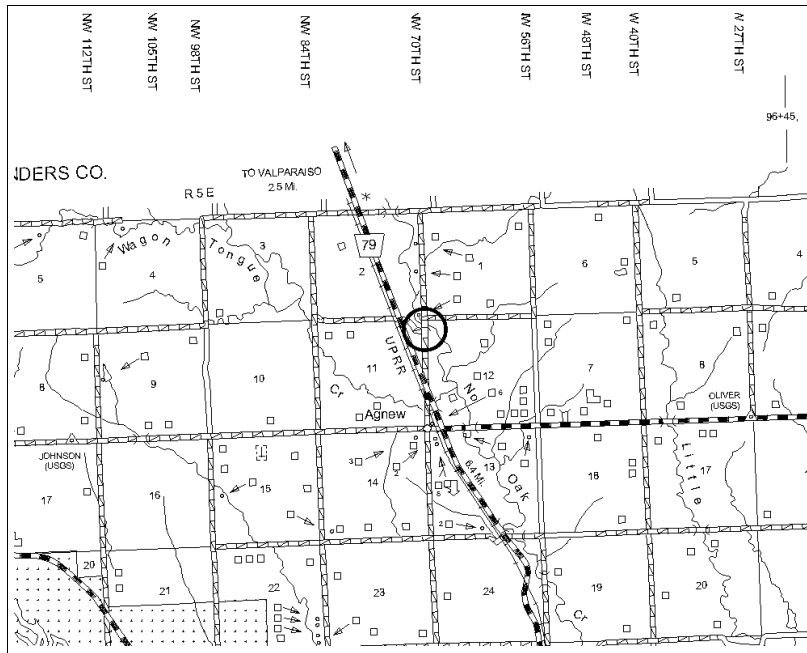
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing walls. Bridge cost \$10,887.76.

SOURCES:

Maintenance records at Lancaster County Highway Superintendent's Office reference Nebraska Standard Plan 1639.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005560320	NeHBS NUMBER: LC00-143	YEAR BUILT: 1964
LOCATION: W EDGE OF PAWNEE LAKE	FEATURE CARRIED: COUNTY ROAD 126TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: PAWNEE LAKE	

UTM ZONE: 14	NORTHING: 4,525,170.23	EASTING: 677,699.00	TOWNSHIP: 10	RANGE: 05	DIRECTION: E	SECTION: 05
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 93	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Box beam or girders - multiple	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 27.2	MAIN SPAN DETAILS: Multiple, adjacent, box beams. Concrete curb and concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: Dobson Bros. - Contractor; Nebraska Prestressed Concrete Co. - Fabricator		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

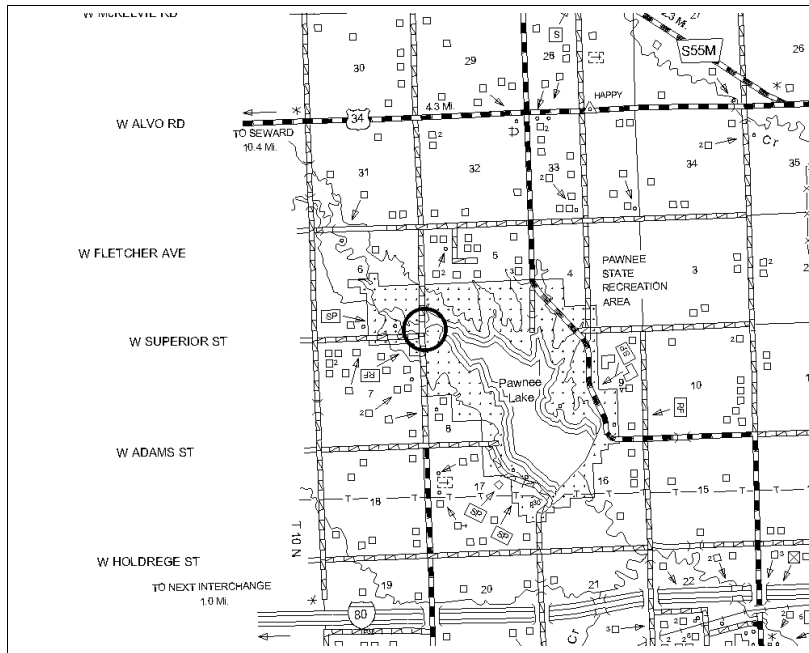
REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion A: Associated with flood control project, and associated with U.S. Army Corps of Engineers (USACE).

Criterion C: Significant multi-span example of a very uncommon prestressed-concrete bridge type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. Open concrete piles. Concrete railing replaced with metal beam (guardrail). Sheet pile driven behind abutments in 1997 by Capitol Bridge. Bridge C005560320 is recommended eligible for the National Register under Criterion C. Built in 1964 by Nebraska Prestressed Concrete Company, this multiple prestressed concrete box-beam bridge is a significant representative example of a multiple-span type of prestressed box-beam construction, a very uncommon type in Nebraska. It was produced by NPCC and is the only multiple-span example of a prestressed concrete box beam from the subject period. This bridge also recommended eligible under Criterion A for its association with the conservation context. It was built by the US Army Corps of Engineers, Omaha District, as part of the Salt Creek Valley Project. The flood control project was authorized in 1958 to reduce flood damage, increase water quality, improve recreation, and enhance the fish and wildlife habitat. It crosses Pawnee Lake (Dam Site No. 14), a 740-acre reservoir.

SOURCES:

Maintenance records at Lancaster County Highway Superintendent's office. Cited in chronological project record book at Concrete Industries, Lincoln (formerly Nebraska Prestressed Concrete Company).

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S006 30732	NeHBS NUMBER:	LC00-144	YEAR BUILT:	1954
LOCATION:	0E EMERALD	FEATURE CARRIED:	US HIGHWAY 6	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Lancaster	FEATURE CROSSED:	MIDDLE CREEK

UTM ZONE:	14	NORTHING:	4,520,304.91	EASTING:	683,161.30	TOWNSHIP:	10	RANGE:	05	DIRECTION	E	SECTION:	26
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	160	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	70		Tee beam		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	52.2	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	58	MAIN SPAN DETAILS:	Concrete beams. Variable depth. Skewed alignment. Curved concrete end posts at all corners. Concrete deck.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				Capacity 20 tons, F1(8)1,1954.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Bridge includes special feature of variable-depth beams with curved bottom edges, indicating additional engineering effort and expense for special aesthetic effect; structure length also indicates additional engineering for this site.

REASON NOT EVALUATED:

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S034 31430	NeHBS NUMBER: LC00-145	YEAR BUILT: 1923
LOCATION: 10NW LINCOLN	FEATURE CARRIED: US HIGHWAY 34	YEAR RECONSTRUCTED: 1958
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: ELK CREEK	

UTM ZONE: 14	NORTHING: 4,528,432.41	EASTING: 682,397.64	TOWNSHIP: 11	RANGE: 05	DIRECTION E	SECTION: 27
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 46	BRIDGE TYPE: Concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 45	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 38	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 41.6	MAIN SPAN DETAILS: Original bridge is a cast in place concrete arch. Concrete slab is slightly arched.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete and metal b	Arched slab	None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Widened	DATE OF ALTERATION (IF KNOWN): 1958
SURROUNDING LAND USE: Agricultural	Change in railing/parapet	

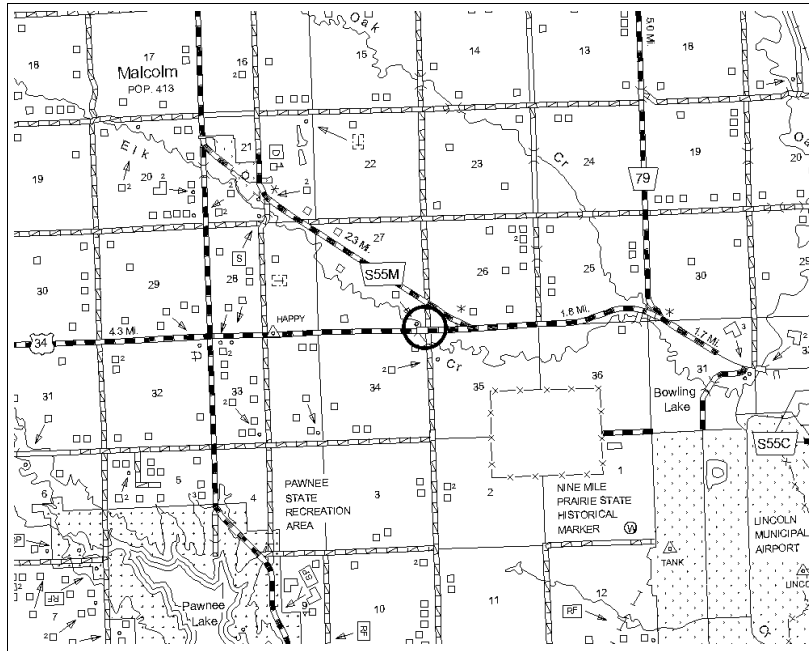
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Widening is likely 1958 reconstruction with concrete slab. Recent railing alteration/replacement with concrete. Year reconstructed corresponds to widening project.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S034 31754	NeHBS NUMBER: LC00-146	YEAR BUILT: 1962
LOCATION: 7NW LINCOLN	FEATURE CARRIED: US HIGHWAY 34	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: OAK CREEK	

UTM ZONE: 14	NORTHING: 4,527,819.07	EASTING: 687,471.73	TOWNSHIP: 11	RANGE: 06	DIRECTION: E	SECTION: 32
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 234	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 90	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 35.2	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, skewed, composite, with four lines of welded plate-girders with cross bracing. Superelevated concrete deck designed and built on horizontal curve.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

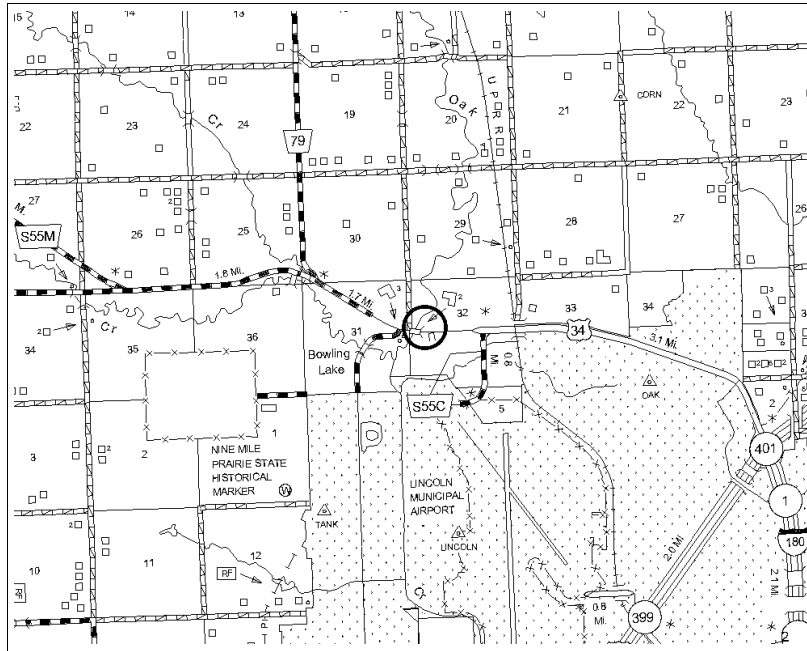
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Remodeled curb (see additional information)	DATE OF ALTERATION (IF KNOWN): 1992
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished later example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Solid concrete piers. "Ornamental Handrail Type A" Standard Plan 1753-C. Remodeled curb included removal of original railing and replacement with concrete barrier on original curb.

SOURCES:

Bridge plans dated 1962 located at NDOR. Remodel bridge curb plans dated 1992 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 40141	NeHBS NUMBER: LC00-147	YEAR BUILT: 1960
LOCATION: 1E I-80/I180 INTERCHANGE	FEATURE CARRIED: NORTH 7TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,526,295.08	EASTING: 692,992.42	TOWNSHIP: 10	RANGE: 06	DIRECTION E	SECTION: 02
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 309	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE: Steel continuous
LENGTH OF MAXIMUM SPAN (FT): 110	Stringer/multibeam or girder	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 30	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, cantilever, skewed, with five lines of welded plate-girders with cross bracing. Concrete deck.	APPROACH SPAN DETAILS: Concrete deck.

TRUSS CONNECTION:

RAILING: Metal tube/pipe

SUBSTRUCTURE: Concrete

ENGINEER / DESIGNER:

NDOR: G.C. Strobel

ARCHITECTURAL TREATMENTS:

Ornamental rail/parapet

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Residential

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

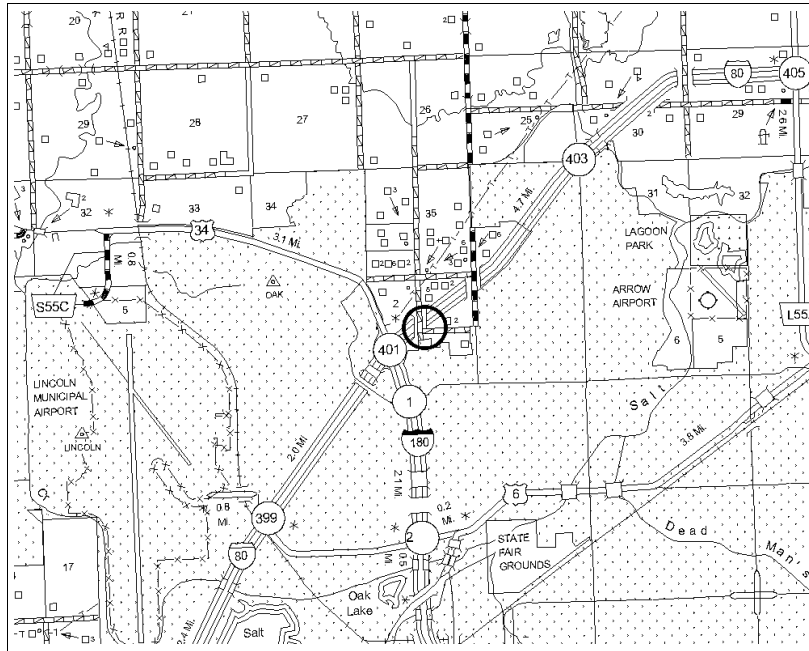
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished later example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Standard Plan 1644-A and railing 1753-B on plans. Open concrete piers.

SOURCES:

Bridge plans dated 1959 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 40476	NeHBS NUMBER: LC00-148	YEAR BUILT: 1958
LOCATION: 1W US77 INTERCHANGE	FEATURE CARRIED: NORTH 40TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,529,914.73	EASTING: 696,831.76	TOWNSHIP: 11	RANGE: 07	DIRECTION: E	SECTION: 30
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 196	BRIDGE TYPE: Prestressed concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 29.2	MAIN SPAN DETAILS: Prestressed concrete girder. Curved concrete end posts. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 20 tons, I-80-9(16)-2, 1958.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Bridge Engineer		

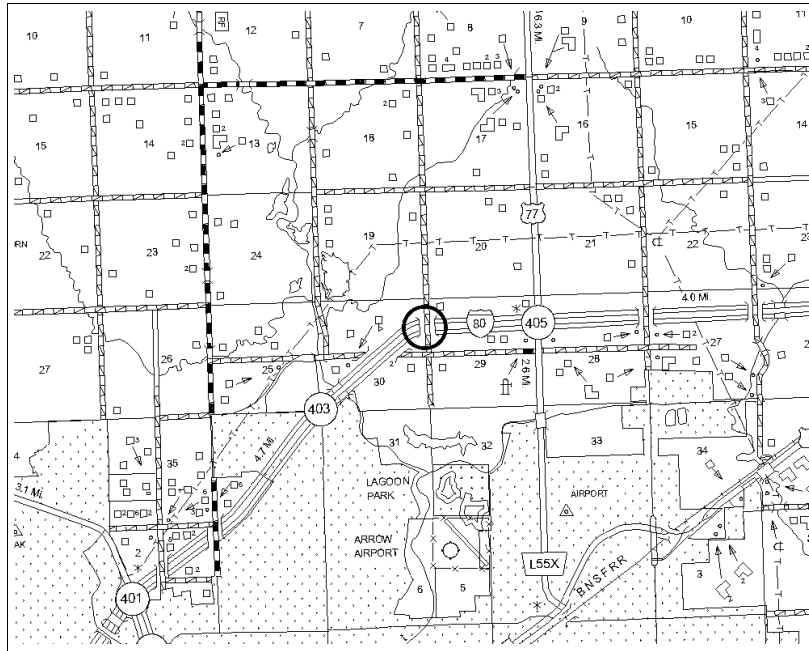
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Raised prestressed concrete girder bridge	DATE OF ALTERATION (IF KNOWN): 1980
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Standard Plan 1660 and Ornamental handrail Type-A, Plan 1753-B on plans. Raising of the prestressed concrete girder bridge includes placing a pedestal beneath each girder at piers and abutments. Girder is not altered.

SOURCES:

Bridge plans dated 1958 located at NDOR.
Identified as "Alternate Design" but not clear why

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 40677	NeHBS NUMBER: LC00-149	YEAR BUILT: 1958
LOCATION: 1E US77 INTERCHANGE	FEATURE CARRIED: NORTH 70TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,530,001.71	EASTING: 700,061.05	TOWNSHIP: 11	RANGE: 07	DIRECTION: E	SECTION: 28
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 200	BRIDGE TYPE: Prestressed concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 31	MAIN SPAN DETAILS: Prestressed concrete girder bridge. Curved concrete end posts. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 20 tons, I-80-9(16)-4, 1958.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Bridge Engineer		

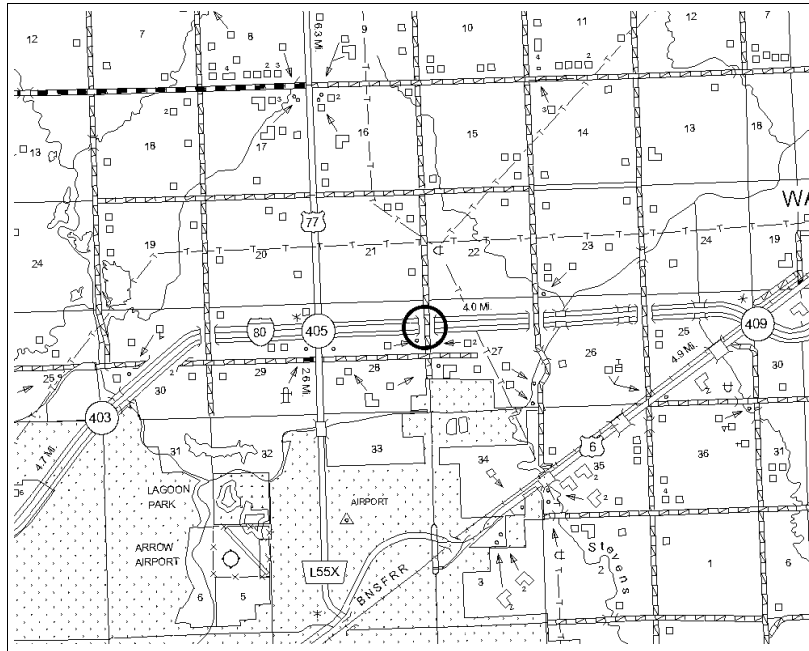
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Raised prestressed concrete girder bridge	DATE OF ALTERATION (IF KNOWN): 1980
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Standard Plan 1660 and Ornamental Handrail Type A, Standard Plan 1753-B. Concrete piles. Raising of prestressed concrete girder bridge includes placing pedestal beneath each girder at piers and abutments. Girder is not altered.

SOURCES:

Bridge plans dated 1958 located at NDOR. Identified as "Alternate Design" but not clear why

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 40777	NeHBS NUMBER: LC00-150	YEAR BUILT: 1958
LOCATION: 2E US77 INTERCHANGE	FEATURE CARRIED: NORTH 84TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,530,047.65	EASTING: 701,745.91	TOWNSHIP: 11	RANGE: 07	DIRECTION: E	SECTION: 26
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 191	BRIDGE TYPE: Prestressed concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 29	MAIN SPAN DETAILS: Prestressed concrete girder bridge. Curved concrete end posts. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 20 tons, I80-9(16)-5, 1958.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Bridge Engineer		

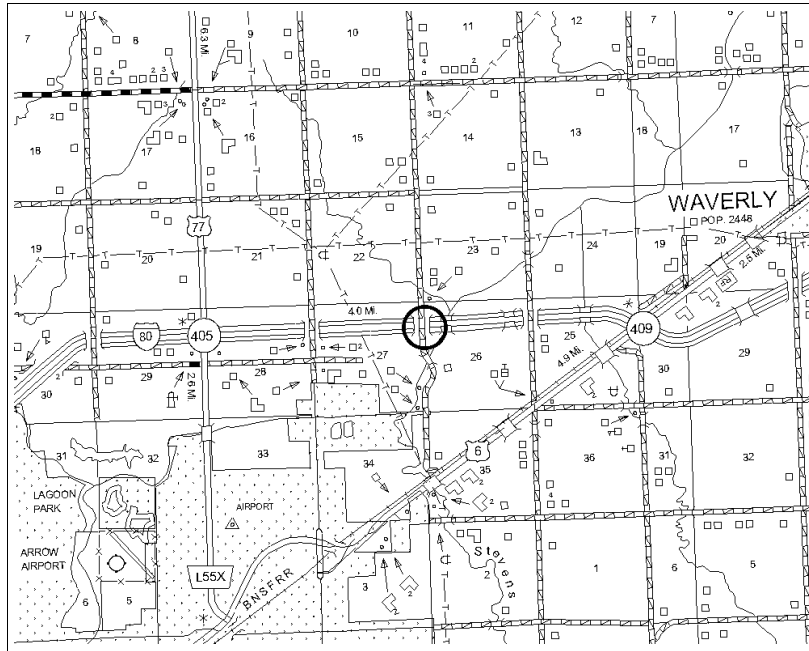
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Raised prestressed concrete girder bridge	DATE OF ALTERATION (IF KNOWN): 1980
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Standard Plan 1660 and Ornamental Handrail Type A, Standard Plan 1753-B on plans. Concrete abutments. Raising of prestressed concrete girder bridge includes placing a pedestal beneath each girder at piers and abutments. Girder is not altered.

SOURCES:

Bridge plans dated 1958 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 40877	NeHBS NUMBER: LC00-151	YEAR BUILT: 1958
LOCATION: 1W WAVERLY INTERCHANGE	FEATURE CARRIED: NORTH 98TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,530,090.11	EASTING: 703,290.35	TOWNSHIP: 11	RANGE: 07	DIRECTION: E	SECTION: 26
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 191	BRIDGE TYPE: Prestressed concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 31	MAIN SPAN DETAILS: Prestressed concrete girder bridge. Curved concrete end posts. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 20 tons, I-80-9(16)-9, 1958.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Bridge Engineer		

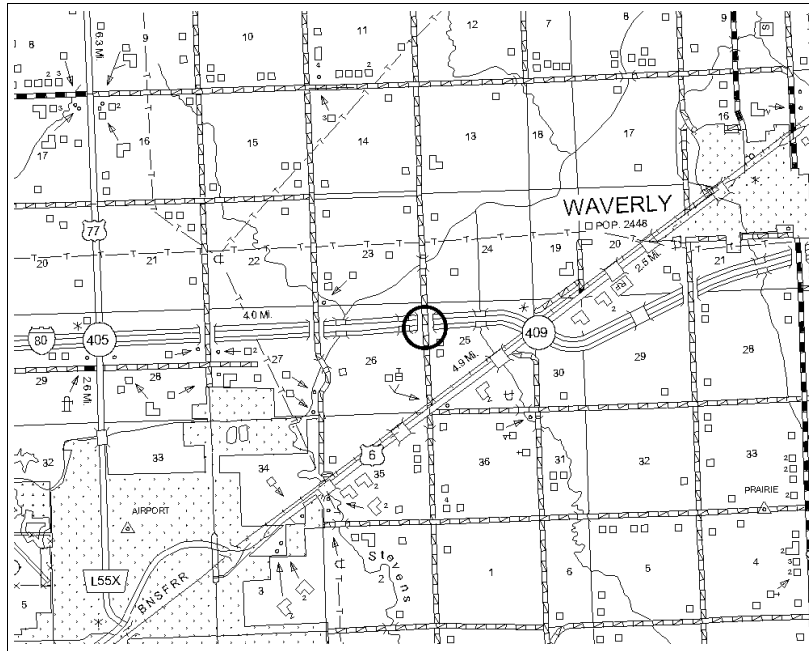
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Raised prestressed concrete girder bridge	DATE OF ALTERATION (IF KNOWN): 1980
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Standard Plan 1660 and Ornamental Handrail Type A, Standard Plan 1753-B. Concrete piles. Raising of prestressed concrete girder bridge includes placing pedestal beneath each girder at piers and abutments. Girder is not altered.

SOURCES:

Bridge plans dated 1958 located at NDOR. Identified as "Alternate Design"

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S180 00255	NeHBS NUMBER: LC13:C11-031	YEAR BUILT: 1962
LOCATION: IN LINCOLN	FEATURE CARRIED: US HIGHWAY 6	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: I180	

UTM ZONE: 14	NORTHING: 4,522,405.73	EASTING: 692,953.48	TOWNSHIP: 10	RANGE: 06	DIRECTION: E	SECTION: 14
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 296	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 75	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 35	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, skewed, composite, with four lines of welded plate-girders with K-bracing. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 80 tons, I-80-9(65)-2, 1962.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

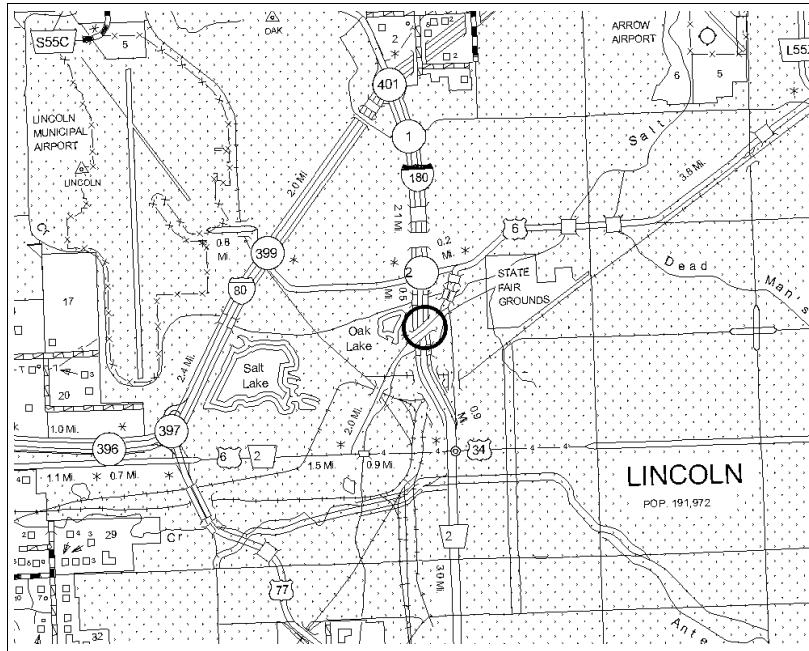
TYPE OF DEVELOPMENT: City (areas of urban development)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Industrial		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished later example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Standard Plan 1644-A and Railing 1753-C on plans. Concrete abutments. Bridge designed for electrical installation and light standards.

SOURCES:

Bridge plans dated 1961 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: U142503410P		NeHBS NUMBER: LC13:D8-549		YEAR BUILT: 1959	
LOCATION: J STREET AT S 24TH STREET		FEATURE CARRIED: J STREET		YEAR RECONSTRUCTED: 0	
DISTRICT: 1 COUNTY: Lancaster		FEATURE CROSSED: ANTELOPE CREEK			
UTM ZONE: 14 NORTHING: 4,520,055.65		EASTING: 695,125.18		TOWNSHIP: 10 RANGE: 06 DIRECTION E SECTION: 25	

STATUS: Extant - in service

STRUCTURE LENGTH (FT): 64

LENGTH OF MAXIMUM SPAN (FT): 62

BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30.5

DECK WIDTH (OUT-TO-OUT) (FT): 70.8

OWNER: City or Municipal Highway Agency

BRIDGE TYPE: Prestressed concrete

Stringer/multibeam or girder

NUMBER OF MAIN SPANS: 1

MAIN SPAN DETAILS: Prestressed concrete I-beams. Concrete end posts.

APPROACH SPAN TYPE:

NUMBER OF APPROACH SPANS: 0

APPROACH SPAN DETAILS:

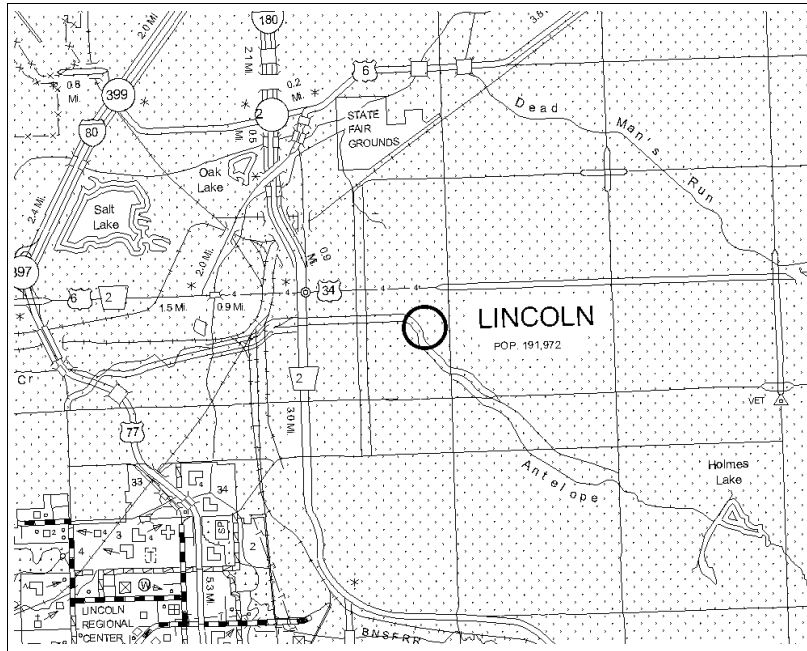
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal tube/pipe		Ornamental rail/parapet		None.	
SUBSTRUCTURE: Concrete					
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT: City (areas of urban development)

SURROUNDING LAND USE: Commercial

NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
2 - Eligible for the NRHP		Eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Criterion A: Example of common post-World War II bridge type adapted for urban setting.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Bridge was built wide for 2 reasons: To accommodate pedestrian traffic (located 1 block from high school) and to enable future, efficient widening of the road. This bridge is recommended eligible under Criterion A for their association with community and urban planning. It is a prestressed concrete girder structure with unusual width to accommodate sidewalks and terraces. The bridge was built in 1959 to accommodate pedestrian traffic from a nearby high school and future roadway widening.

SOURCES:

City of Lincoln, Engineering Services, 2/7/07.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: U142503815	NeHBS NUMBER: LC13:C5-146	YEAR BUILT: 1947
LOCATION: PARK BOULEVARD AT S 1ST STREET	FEATURE CARRIED: PARK BOULEVARD	YEAR RECONSTRUCTED: 1963
DISTRICT: 1 COUNTY: Lancaster	FEATURE CROSSED: SALT CREEK	

UTM ZONE: 14	NORTHING: 4,517,391.56	EASTING: 692,380.77	TOWNSHIP: 10	RANGE: 06	DIRECTION: E	SECTION: 35
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STATUS: Extant - in service	OWNER: City or Municipal Highway Agency
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STRUCTURE LENGTH (FT): 200	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE: Prestressed concrete
LENGTH OF MAXIMUM SPAN (FT): 50	Slab	Box beam or girders - multiple
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25.8	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 31.8	MAIN SPAN DETAILS: Continuous concrete slab. Variable depth. Curved structure. Curved concrete end posts. Concrete deck and curb.	APPROACH SPAN DETAILS: 10 box girders.

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		1963 on bridge plate.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

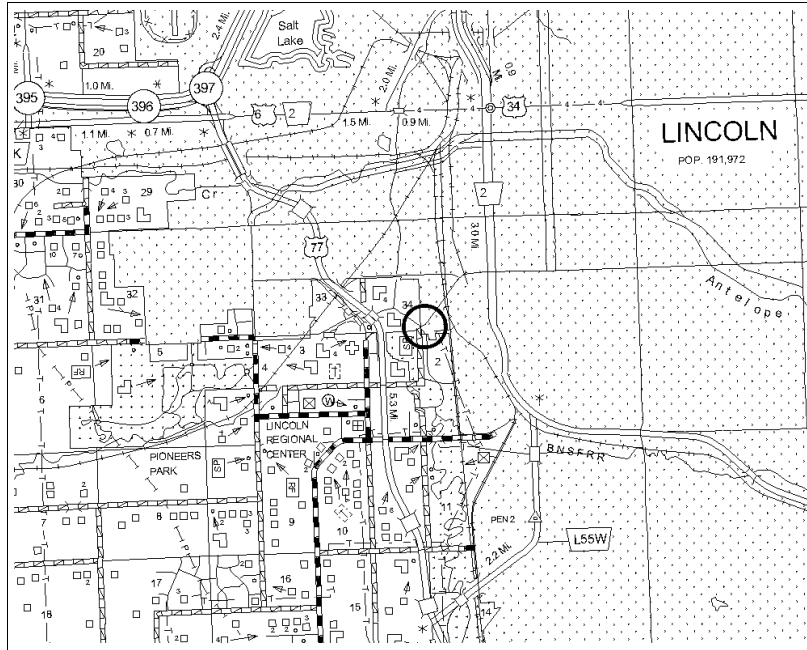
TYPE OF DEVELOPMENT: City (areas of urban development)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Industrial/Recreational		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005626805		NeHBS NUMBER: LN00-252		YEAR BUILT: 1958	
LOCATION: 7S 4.5E OF BRADY		FEATURE CARRIED: BANNER ROAD		YEAR RECONSTRUCTED: 0	
DISTRICT: 6 COUNTY: Lincoln		FEATURE CROSSED: TRI-COUNTY CANAL MP 32.2			
UTM ZONE: 14 NORTHING: 4,530,305.31		EASTING: 391,511.55		TOWNSHIP: 11 RANGE: 26 DIRECTION W SECTION: 16	

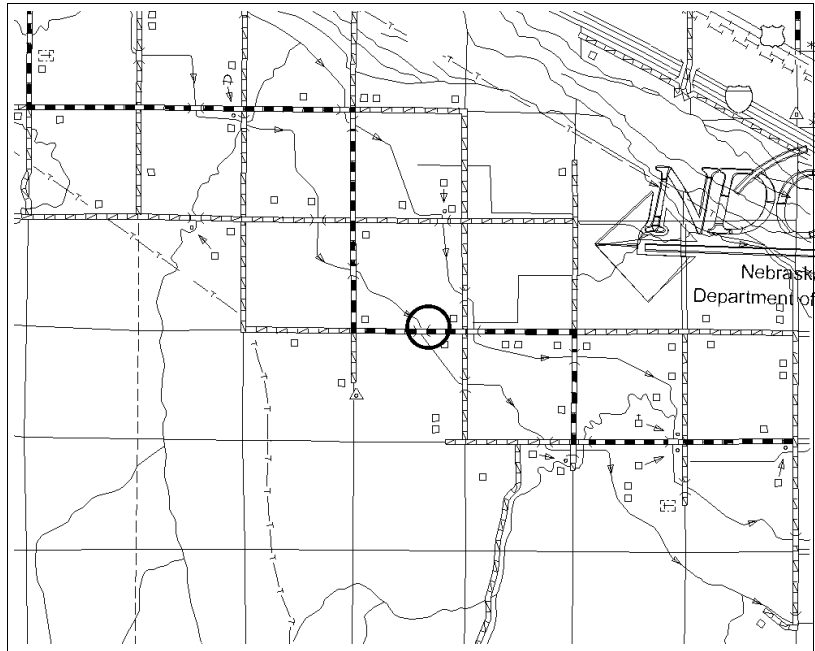
STATUS: Extant - in service		OWNER: Other State Agencies			
STRUCTURE LENGTH (FT): 110		BRIDGE TYPE: Wood or timber		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 27		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22		NUMBER OF MAIN SPANS: 4		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 22.5		MAIN SPAN DETAILS: Timber stringers. Timber deck.		APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Timber				None.	
SUBSTRUCTURE: Timber					
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)					
SURROUNDING LAND USE:					
Agricultural					

NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments (no wings). 3 piers. Timber piles and caps. Timber railing.

SOURCES:

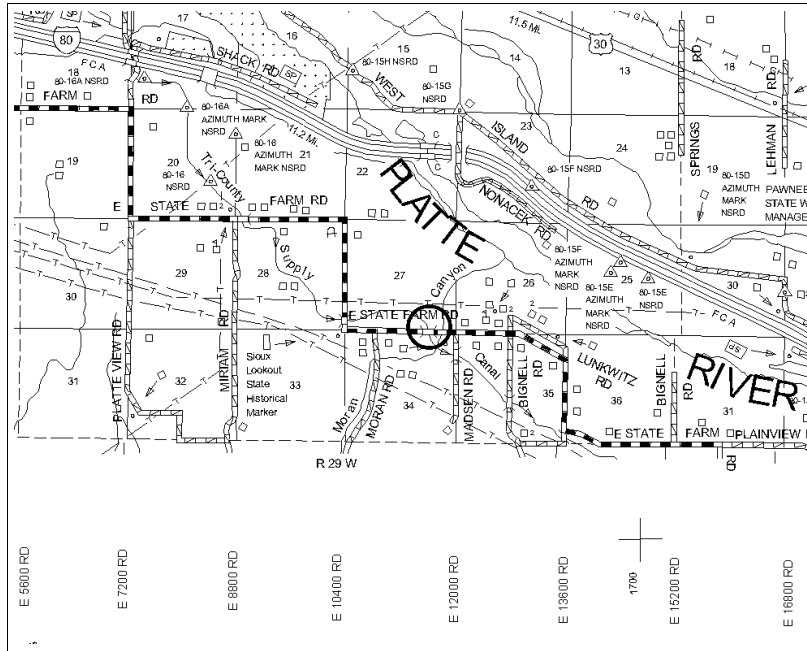
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005634805		NeHBS NUMBER: LN00-253		YEAR BUILT: 1965	
LOCATION: JCT I-80/S-56A .7N 5.3E		FEATURE CARRIED: STATE FARM ROAD		YEAR RECONSTRUCTED: 0	
DISTRICT: 6 COUNTY: Lincoln		FEATURE CROSSED: TRI-COUNTY CANAL			
UTM ZONE: 14 NORTHING: 4,546,874.77		EASTING: 363,459.92		TOWNSHIP: 13 RANGE: 29 DIRECTION W SECTION: 27	
STATUS: Extant - in service		OWNER: Other State Agencies			
STRUCTURE LENGTH (FT): 109		BRIDGE TYPE: Wood or timber		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 28		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 21.8		NUMBER OF MAIN SPANS: 4		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 22.2		MAIN SPAN DETAILS: Multiple timber stringers. Timber railing. Timber deck.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Timber				None.	
SUBSTRUCTURE: Timber					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Altered substructure			
SURROUNDING LAND USE:					
Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. 3 piers consist of timber piles and caps with metal cross bracing. Metal cross-bracing added to piles for support.

SOURCES:

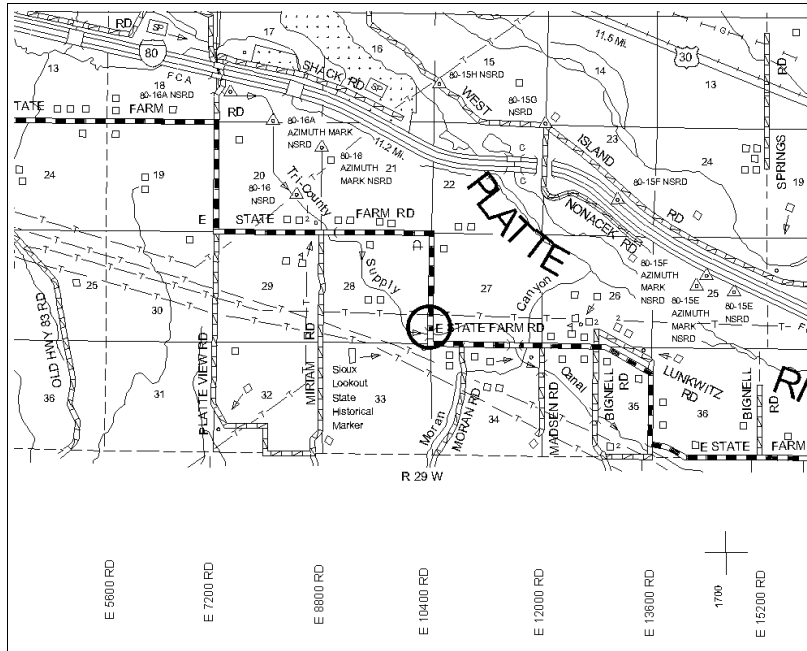
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005636715		NeHBS NUMBER: LN00-254		YEAR BUILT: 1960	
LOCATION: JCT I-80/S-56A .8N 6W		FEATURE CARRIED: STATE FARM ROAD		YEAR RECONSTRUCTED: 0	
DISTRICT: 6 COUNTY: Lincoln		FEATURE CROSSED: TRI-COUNTY CANAL			
UTM ZONE: 14 NORTHING: 4,547,083.32		EASTING: 362,202.98		TOWNSHIP: 13 RANGE: 29 DIRECTION W SECTION: 28	
STATUS: Extant - in service		OWNER: Other State Agencies			
STRUCTURE LENGTH (FT): 107		BRIDGE TYPE: Wood or timber		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 27		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 21.5		NUMBER OF MAIN SPANS: 4		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 22		MAIN SPAN DETAILS: Multiple timber stringers.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Timber				None.	
SUBSTRUCTURE: Timber					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)					
SURROUNDING LAND USE:					
Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Timber piles and caps. Timber railing. 3 piers, with metal cross bracing across piles in each pier.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S030 18050	NeHBS NUMBER: LN00-255	YEAR BUILT: 1959
LOCATION: 2E NORTH PLATTE	FEATURE CARRIED: US HIGHWAY 30	YEAR RECONSTRUCTED: 0
DISTRICT: 6 COUNTY: Lincoln	FEATURE CROSSED: NORTH PLATTE RIVER	

UTM ZONE: 14	NORTHING: 4,554,782.62	EASTING: 356,470.04	TOWNSHIP: 13	RANGE: 30	DIRECTION W	SECTION: 01
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 571	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 125	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30	NUMBER OF MAIN SPANS: 5	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 35	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, composite, skewed, with four lines of welded plate-girders with cross bracing. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:

RAILING: Concrete barrier

SUBSTRUCTURE: Concrete

ENGINEER / DESIGNER:

NDOR: A.H. Dederman, State Bridge Engineer

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Resurfaced deck

Remodeled curb

Repaired expansion device

DATE OF ALTERATION (IF KNOWN):

1980

1999

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

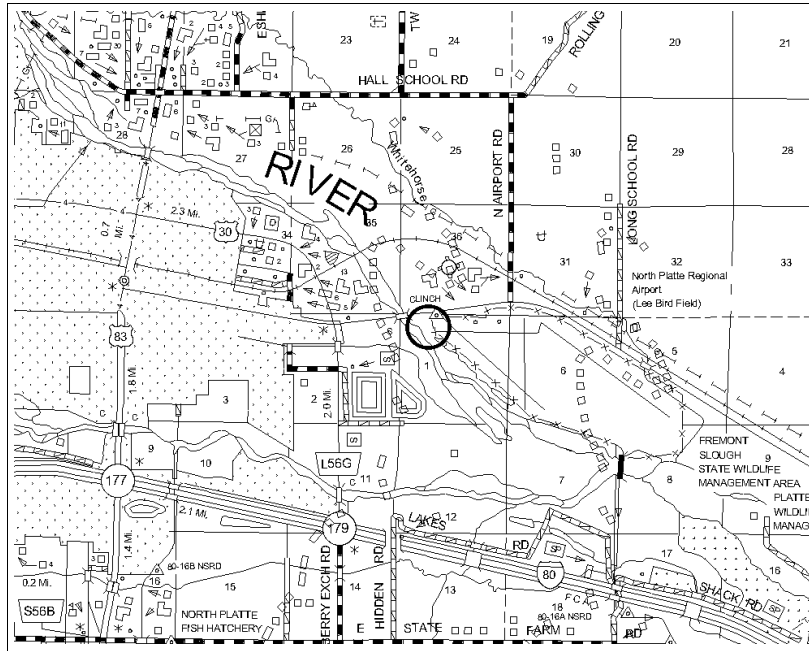
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished later example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Plans reference standard plan 1650-B and Railing 1749-A. Concrete abutments and wing walls. 4 solid concrete piers. Bolts in curb. Remodeled curb included removal of original railing and replacement with a concrete barrier on original curb. Plans indicate use of shop web welding.

SOURCES:

Bridge plans dated 1959 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005802605	NeHBS NUMBER: LP00-028	YEAR BUILT: 1965
LOCATION: 13.7W 10N OF TAYLOR	FEATURE CARRIED: W END ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Loup	FEATURE CROSSED: NORTH LOUP RIVER	

UTM ZONE: 14	NORTHING: 4,640,546.25	EASTING: 445,682.20	TOWNSHIP: 23	RANGE: 20	DIRECTION W	SECTION: 32
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 71	BRIDGE TYPE: Wood or timber	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 18	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.3	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.1	MAIN SPAN DETAILS: Multiple timber stringers. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: None		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

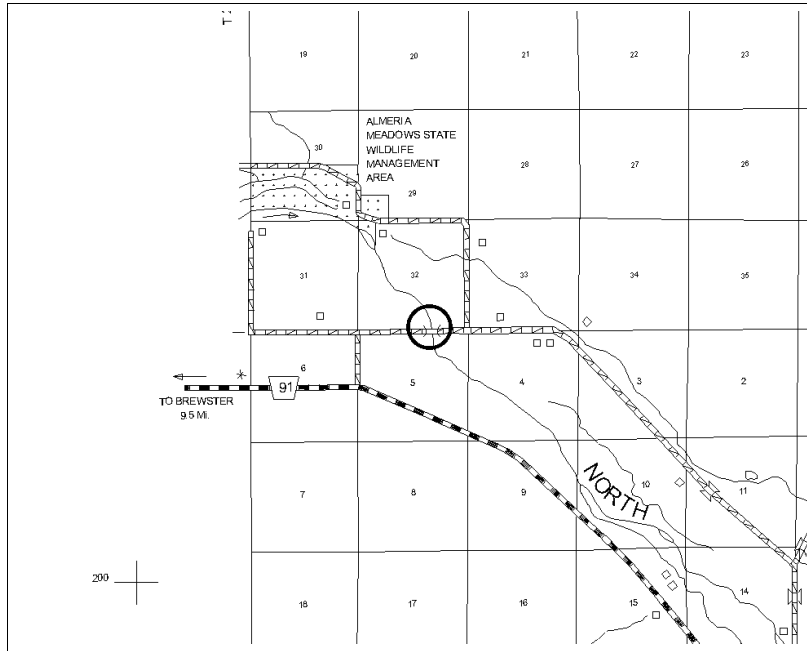
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Altered substructure	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. 3 piers, including a timber middle pier and two outer piers that consist of steel piles and cap. Steel piles added for additional support.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005811705P	NeHBS NUMBER: LP00-029	YEAR BUILT: 1965
LOCATION: 7W 4N OF TAYLOR	FEATURE CARRIED: COUNTY HIGHWAY	YEAR RECONSTRUCTED: 0
DISTRICT: 8 COUNTY: Loup	FEATURE CROSSED: NORTH LOUP RIVER	

UTM ZONE: 14	NORTHING: 4,631,033.12	EASTING: 456,681.91	TOWNSHIP: 22	RANGE: 19	DIRECTION W	SECTION: 33
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 94	BRIDGE TYPE: Wood or timber	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Timber stringers. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: None		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

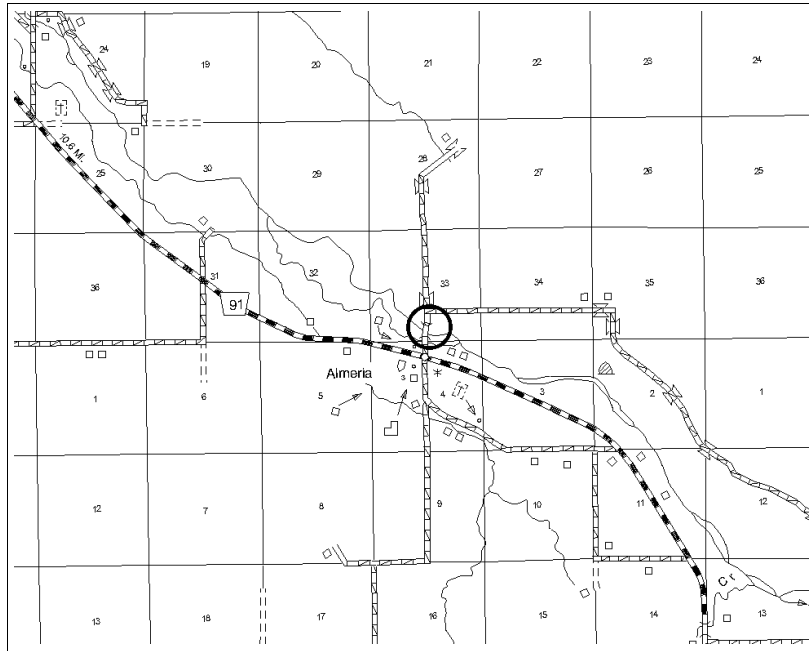
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Altered substructure	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Remnants of old piles under bridge indicate that substructure was altered.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C005903120	NeHBS NUMBER: MD00-167	YEAR BUILT: 1954
LOCATION: 6.5S 3E OF BATTLE CREEK	FEATURE CARRIED: COUNTY ROAD 549TH AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Madison	FEATURE CROSSED: NORTH TAYLOR CREEK	

UTM ZONE: 14	NORTHING: 4,639,701.65	EASTING: 620,966.02	TOWNSHIP: 22	RANGE: 02	DIRECTION W	SECTION: 10
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 50	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 20	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 21.3	MAIN SPAN DETAILS: Steel I-beam. 3 rolled I-beams with bent plate diaphragms. Concrete deck with curbs and gravel overlay.	APPROACH SPAN DETAILS:

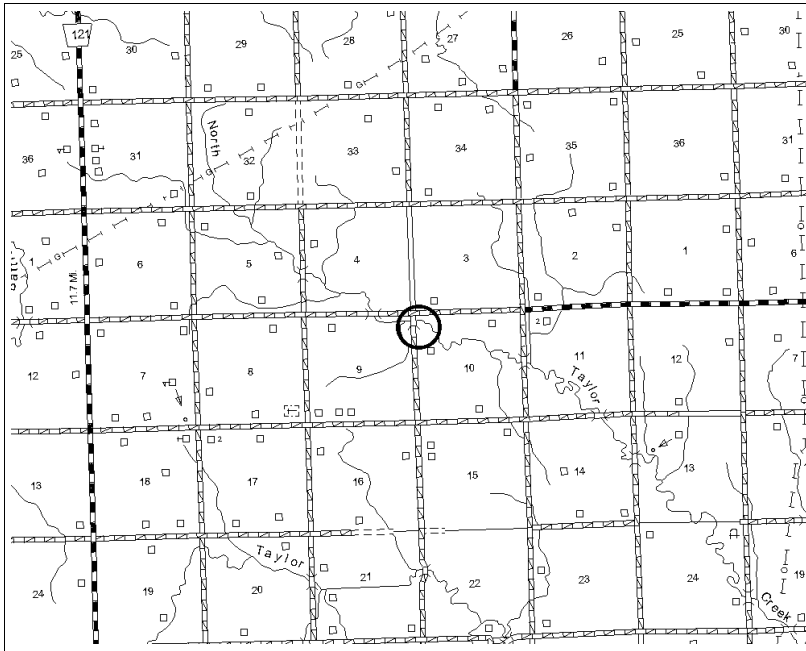
TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Engineer Designed by C.E. (?)		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Reinforced abutment	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open timber and concrete piles. Northeast corner has been shored with steel piles. 2 open timber and concrete piles.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S275 06918	NeHBS NUMBER: MD00-168	YEAR BUILT: 1931
LOCATION: 6W NORFOLK	FEATURE CARRIED: US HIGHWAY 275	YEAR RECONSTRUCTED: 1955
DISTRICT: 3 COUNTY: Madison	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,654,515.32	EASTING: 621,265.87	TOWNSHIP: 24	RANGE: 02	DIRECTION W	SECTION: 22
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 33	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 38.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 41	MAIN SPAN DETAILS: Steel I beam. 20 rolled I-beams. Concrete deck and curbs. Asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, F-139(35)-16, 1955.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

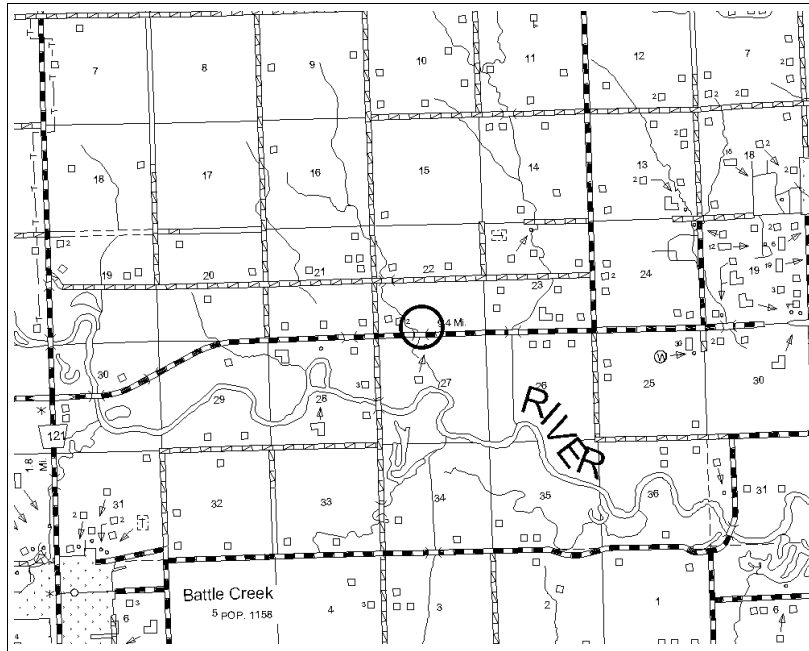
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments--appear to have been widened.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C006210105	NeHBS NUMBER: MO00-177	YEAR BUILT: 1955
LOCATION: 2.3 S.US26 MORR SCOTTS CL	FEATURE CARRIED: COUNTY ROAD 71	YEAR RECONSTRUCTED: 0
DISTRICT: 5 COUNTY: Morrill	FEATURE CROSSED: IRRIGATION DRAIN	

UTM ZONE: 14	NORTHING: 4,634,930.16	EASTING: 137,376.18	TOWNSHIP: 21	RANGE: 52	DIRECTION W	SECTION: 20
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 42	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26	MAIN SPAN DETAILS: Steel I-beam. Skewed, with 5 rolled I-beams. Corrugated steel deck with concrete overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

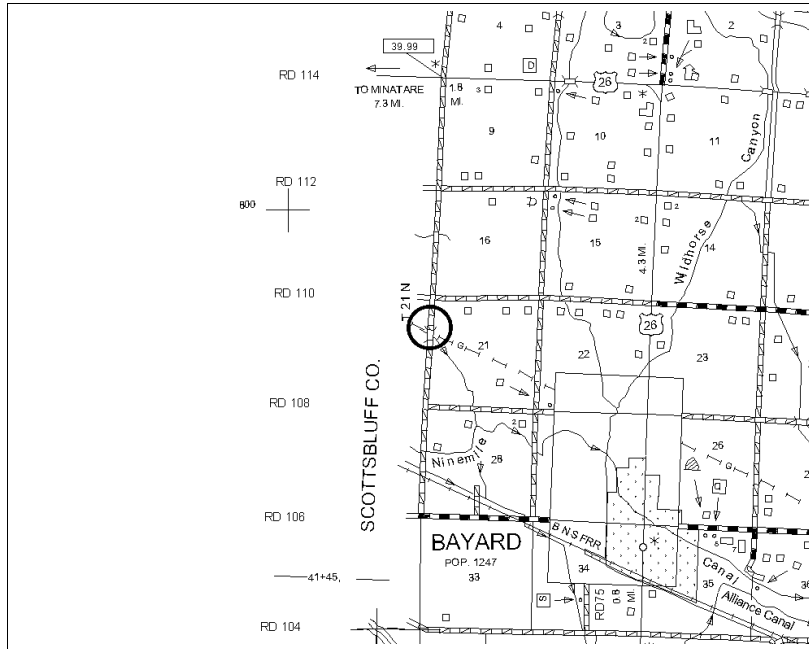
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. 5 steel piles and steel caps support the ends of the stringers.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C006226810	NeHBS NUMBER: MO00-178	YEAR BUILT: 1955
LOCATION: 5S 1.5E BROADWATER	FEATURE CARRIED: COUNTY ROAD 74	YEAR RECONSTRUCTED: 0
DISTRICT: 5 COUNTY: Morrill	FEATURE CROSSED: CEDAR CREEK	

UTM ZONE: 14	NORTHING: 4,604,089.26	EASTING: 181,265.94	TOWNSHIP: 18	RANGE: 48	DIRECTION W	SECTION: 23
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 28	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 25	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24	MAIN SPAN DETAILS: Steel I-beam. 5 rolled beams with pipe separators. Corrugated steel deck with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

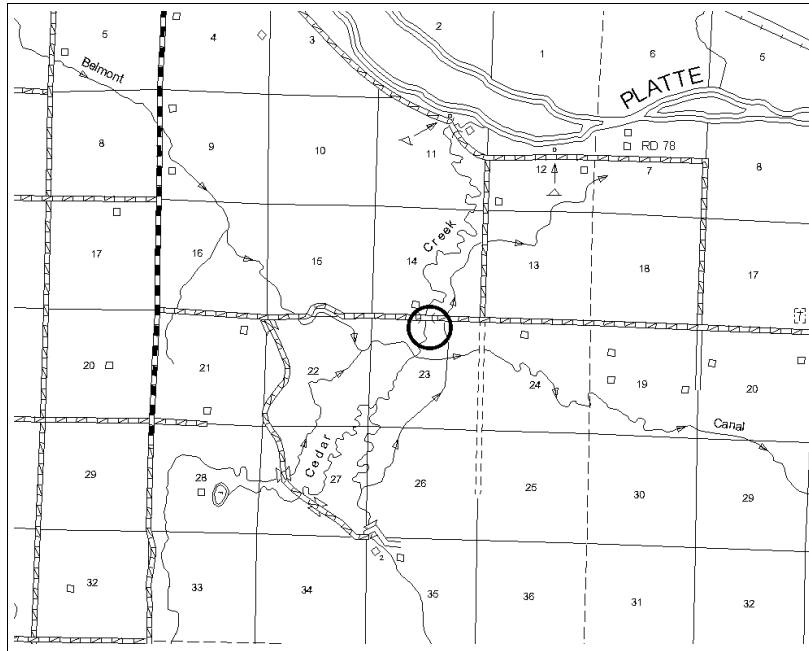
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete wing walls and abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	M018503610	NeHBS NUMBER:	MO03-063	YEAR BUILT:	1955
LOCATION:	BAYARD 8TH AT WISCONSIN	FEATURE CARRIED:	8TH STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	5	COUNTY:	Morrill	FEATURE CROSSED:	WILDHORSE CANYON

UTM ZONE:	14	NORTHING:	4,632,013.32	EASTING:	140,006.93	TOWNSHIP:	21	RANGE:	52	DIRECTION	W	SECTION:	34
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STATUS:	Extant - in service	OWNER:	City or Municipal Highway Agency
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STRUCTURE LENGTH (FT):	32	BRIDGE TYPE:	Prestressed concrete	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	30		Channel beam		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	26.6	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	26.6	MAIN SPAN DETAILS:	8 prestressed concrete channel beams. Asphalt overlay on deck.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

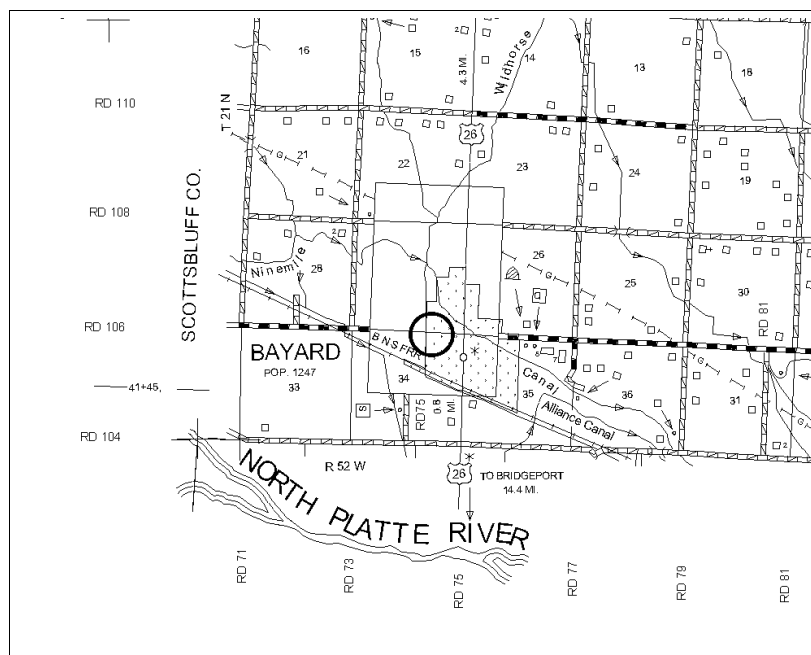
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Town (small communities)					
SURROUNDING LAND USE:					
Residential					

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early example of uncommon type in Nebraska utilizing new material and technology.

REASON NOT EVALUATED:

LOCATION MAP

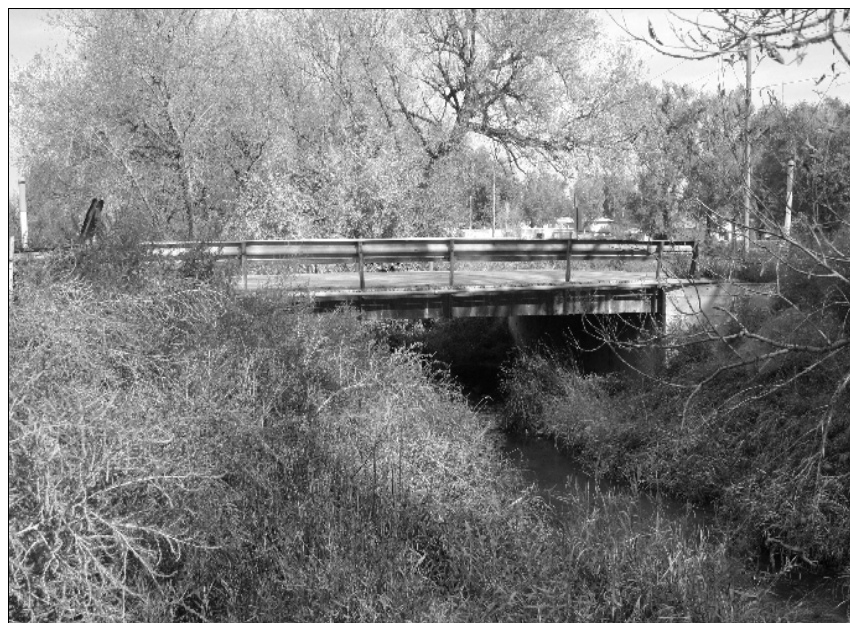


ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Metal beam guardrail bolted to outer beams. No curb. Bridge M018503610 is recommended eligible for the National Register under Criterion C as a significant early example of an uncommon bridge type from the subject period. The prestressed concrete channel beam never has become a prevalent bridge type in Nebraska; there are no post-1965 prestressed concrete channel beams recorded in BISON. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S022 06312	NeHBS NUMBER: NC00-188	YEAR BUILT: 1957
LOCATION: 9SW GENOA	FEATURE CARRIED: HIGHWAY N22	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Nance	FEATURE CROSSED: PLUM CREEK	

UTM ZONE: 14	NORTHING: 4,583,013.09	EASTING: 592,517.63	TOWNSHIP: 16	RANGE: 05	DIRECTION W	SECTION: 04
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 148	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 65	Tee beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.6	MAIN SPAN DETAILS: 5 Tee beams. Variable depth. Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete		Capacity 30 tons, 295040-3, 1957.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

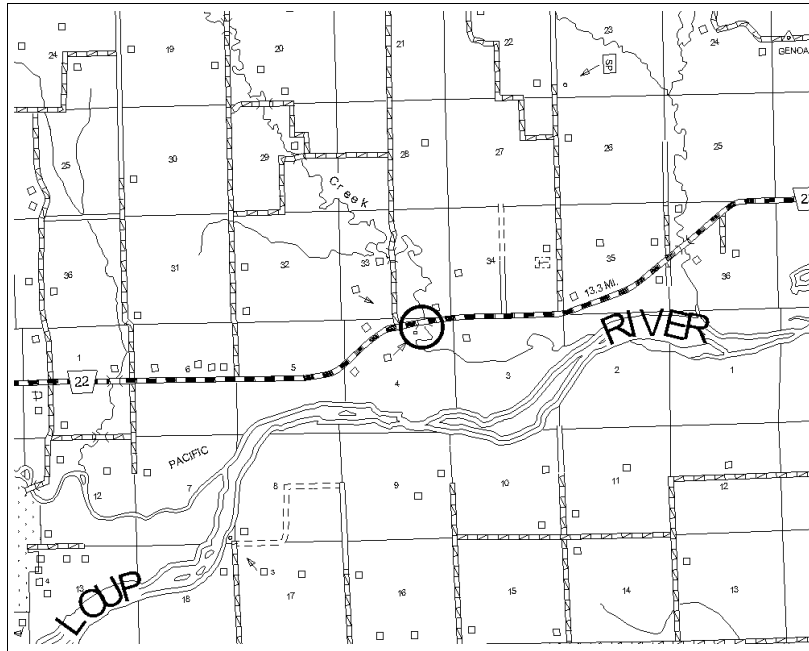
TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Change in railing/parapet	
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Solid concrete piers. Original railing removed and replaced with concrete railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S022 06567	NeHBS NUMBER: NC00-189	YEAR BUILT: 1957
LOCATION: 7SW GENOA	FEATURE CARRIED: HIGHWAY N22	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Nance	FEATURE CROSSED: COUNCIL CREEK	

UTM ZONE: 14	NORTHING: 4,584,174.17	EASTING: 596,404.20	TOWNSHIP: 17	RANGE: 05	DIRECTION W	SECTION: 36
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 74	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 74	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.8	MAIN SPAN DETAILS: 5 prestressed concrete beams. Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

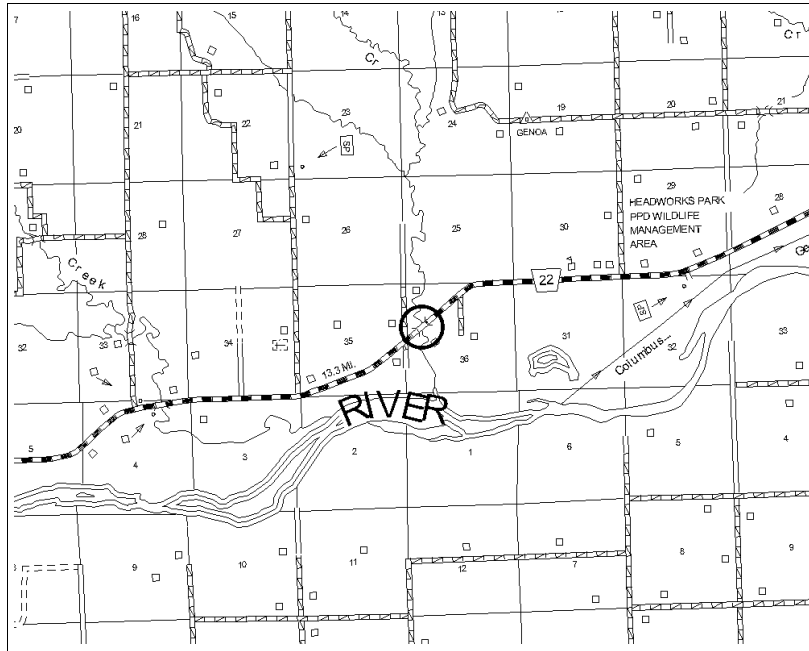
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant, early, representative example of the use of prestressed concrete in Nebraska, a new bridge material and technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete floor beams rest on round metal column pier abutments. Original railing removed and recently replaced with concrete railing. Bridge S022 06567 is recommended eligible because it has been identified as a significant early representative example of the type in the state. The bridge was built in 1957, prior to NDOR's issuance of its first standard plan for prestressed concrete beams (1958). The bridge retains integrity of its essential superstructure component, the prestressed-concrete beams; the original railing has been replaced with a concrete barrier railing, which does not alter the historic engineering integrity.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C006400610	NeHBS NUMBER: NH00-292	YEAR BUILT: 1935
LOCATION: .5N 3.2W OF BROCK	FEATURE CARRIED: COUNTY ROAD 736	YEAR RECONSTRUCTED: 1953
DISTRICT: 1 COUNTY: Nemaha	FEATURE CROSSED: JONES CREEK	

UTM ZONE: 14	NORTHING: 4,486,800.69	EASTING: 753,115.04	TOWNSHIP: 06	RANGE: 12	DIRECTION: E	SECTION: 13
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 51	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 13.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 14.1	MAIN SPAN DETAILS: Pratt pony truss. 5 steel I-beams. Combination of bolted and riveted connections. V-lacing on main members. Timber deck.	APPROACH SPAN DETAILS:

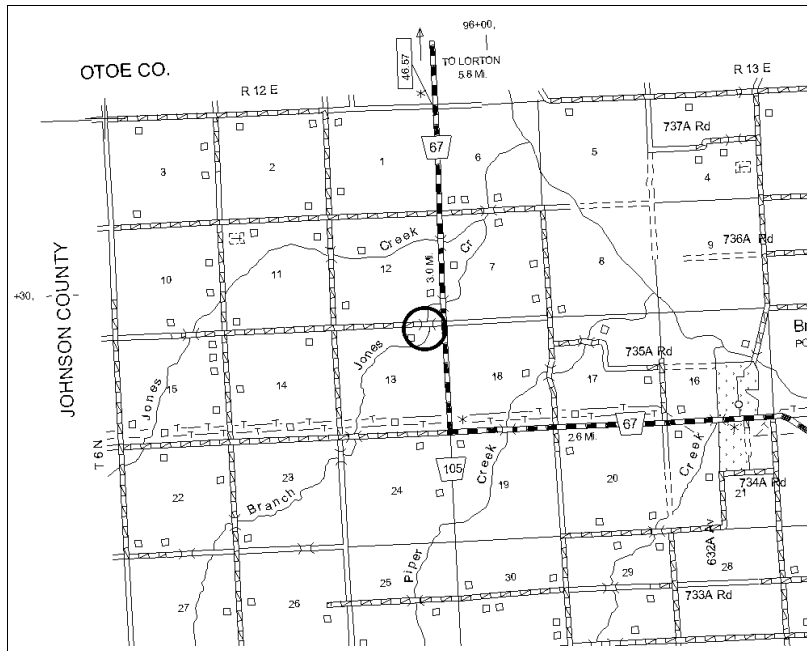
TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing walls.

SOURCES:

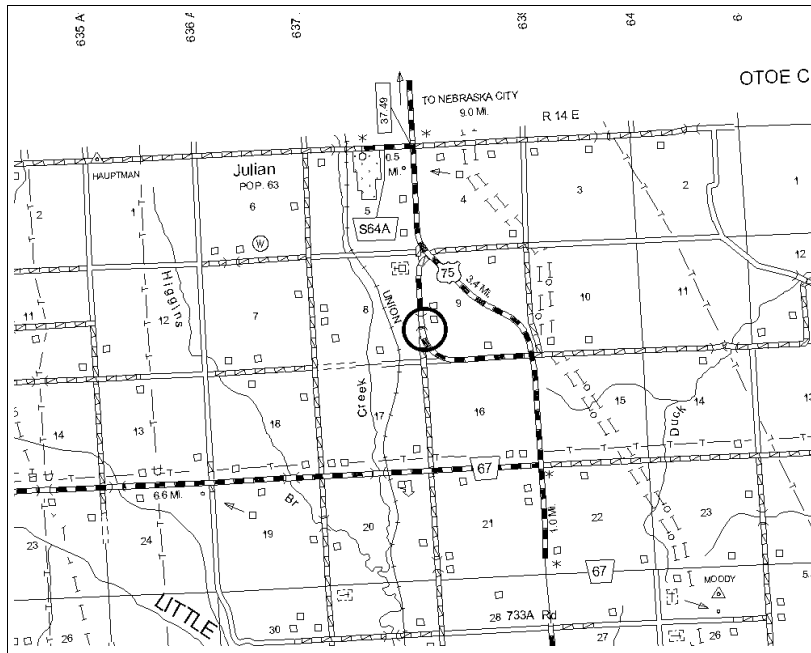
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S075 03588		NeHBS NUMBER:		YEAR BUILT: 1929	
LOCATION: NJCT US75/N67 2.2N, 1.0W		FEATURE CARRIED: 638 AVENUE (OLD US 75)		YEAR RECONSTRUCTED: 1955	
DISTRICT: 1 COUNTY: Nemaha		FEATURE CROSSED: STREAM			
UTM ZONE: 14 NORTHING: 4,487,812.51		EASTING: 766,233.27		TOWNSHIP: 06 RANGE: 14 DIRECTION E SECTION: 09	
STATUS: Nonextant		OWNER: State Highway Agency			
STRUCTURE LENGTH (FT): 41		BRIDGE TYPE: Steel		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 40		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 36.7		NUMBER OF MAIN SPANS: 1		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 40		MAIN SPAN DETAILS: Deck steel girder.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:				None.	
SUBSTRUCTURE:					
ENGINEER / DESIGNER:					
NDOR					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
		Repaired expansion device at abutment		1976	
SURROUNDING LAND USE:		Widened		1955	
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
REASON FOR NATIONAL REGISTER DETERMINATION:					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Appears that 1929 deck steel girder completely replaced in 1955 with another deck steel girder, including all substructure. Bridge replaced with concrete box culvert.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S136 08987	NeHBS NUMBER: NU00-736	YEAR BUILT: 1956
LOCATION: 4E GUIDE ROCK	FEATURE CARRIED: US HIGHWAY 136	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Nuckolls	FEATURE CROSSED: BEAVER CREEK	

UTM ZONE: 14	NORTHING: 4,437,834.49	EASTING: 564,363.78	TOWNSHIP: 01	RANGE: 08	DIRECTION W	SECTION: 05
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 163	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 65	Tee beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30.4	MAIN SPAN DETAILS: 5 concrete Tee-beams. Variable depth. Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

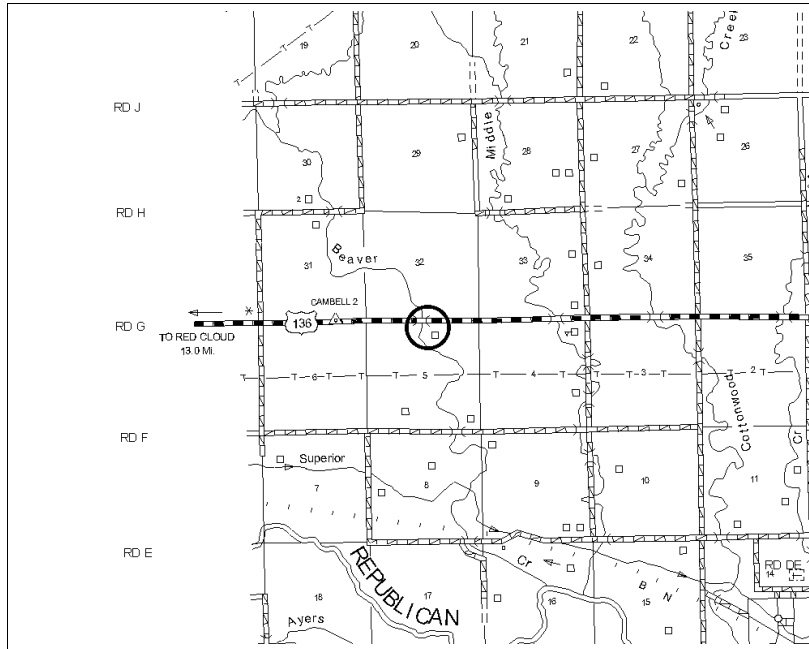
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete wing walls. Railing recently replaced with concrete railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C006600905	NeHBS NUMBER:	OT00-479	YEAR BUILT:	1958
LOCATION:	JCT HIGHWAY N2/S-66A 9.6S	FEATURE CARRIED:	COUNTY ROAD 8	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Otoe	FEATURE CROSSED:	SOUTH FORK LITTLE NEMAHA RIVER

UTM ZONE:	14	NORTHING:	4,494,492.25	EASTING:	721,213.92	TOWNSHIP:	07	RANGE:	09	DIRECTION	E	SECTION:	14
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	62	BRIDGE TYPE:	Prestressed concrete	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	60		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	24.2	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	29.4	MAIN SPAN DETAILS:	5 concrete girders. Concrete deck and concrete curb.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				Capacity 20 tons, S-11-(6)-1, 1958.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

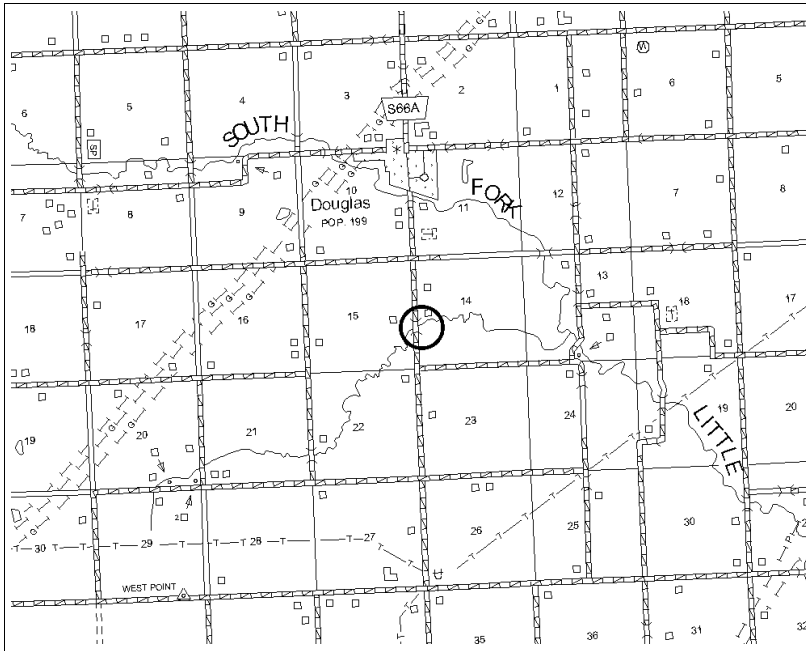
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Substructure is a combination of concrete and steel.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C006613635	NeHBS NUMBER: OT00-480	YEAR BUILT: 1950
LOCATION: JCT HIGHWAY N50/S-66E 4.1E	FEATURE CARRIED: COUNTY ROAD R	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Otoe	FEATURE CROSSED: SOUTH FORK LITTLE NEMAHA RIVER	

UTM ZONE: 14	NORTHING: 4,491,357.18	EASTING: 745,328.50	TOWNSHIP: 07	RANGE: 12	DIRECTION: E	SECTION: 32
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STATUS: Extant - in service	OWNER: County Highway Agency	
STRUCTURE LENGTH (FT): 268	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 187	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 24.3	MAIN SPAN DETAILS: Pratt overhead truss. 9 floor beams with riveted bracing. V-lacing on main members. Skewed portals. Concrete deck. Continuous concrete curb across main and approach spans.	APPROACH SPAN DETAILS: 4 I-beams. Concrete deck and concrete curb.

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		BR-S-28(6)-1, 1950.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

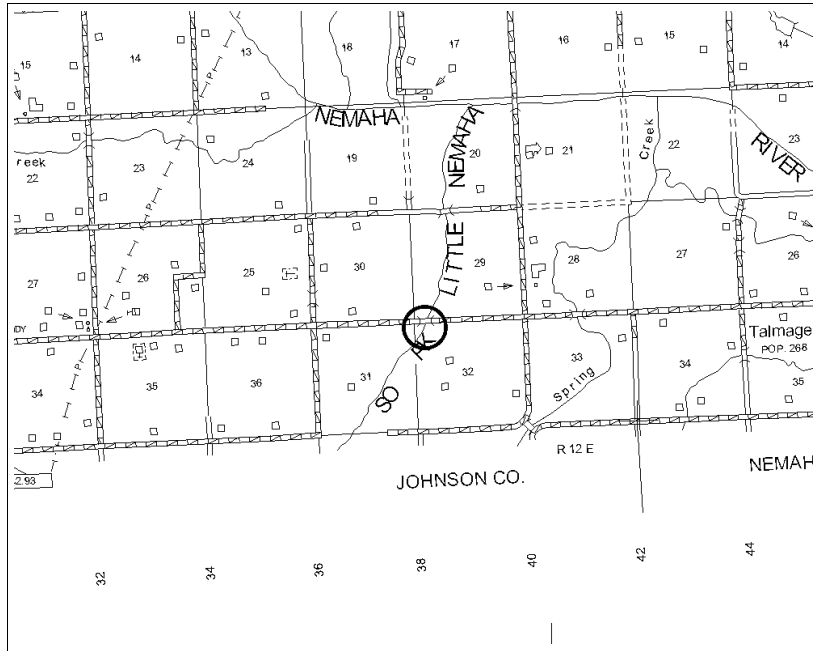
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Substructure is a combination of concrete and metal. 2 concrete and steel piers.
Railing is same on all spans but not continuous.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S067 05206	NeHBS NUMBER:	OT05-011	YEAR BUILT:	1951
LOCATION:	0E LORTON	FEATURE CARRIED:	HIGHWAY N128	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Otoe	FEATURE CROSSED:	NORTH FORK LITTLE NEMAHA RIVER

UTM ZONE:	14	NORTHING:	4,498,258.92	EASTING:	752,302.79	TOWNSHIP:	07	RANGE:	12	DIRECTION	E	SECTION:	01
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	192	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	188		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	22.3	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	27.4	MAIN SPAN DETAILS:	Pratt overhead truss. 7 floor beams and riveted cross bracing. Skewed bridge portal. V-lacing on main members. Concrete curbs. Concrete deck with asphalt overlay.		

TRUSS CONNECTION:	Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal tube/pipe		Capacity 20 tons, S-32(5)-1, 1951.
SUBSTRUCTURE:	Concrete		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Town (small communities)		
SURROUNDING LAND USE:		
Agricultural		

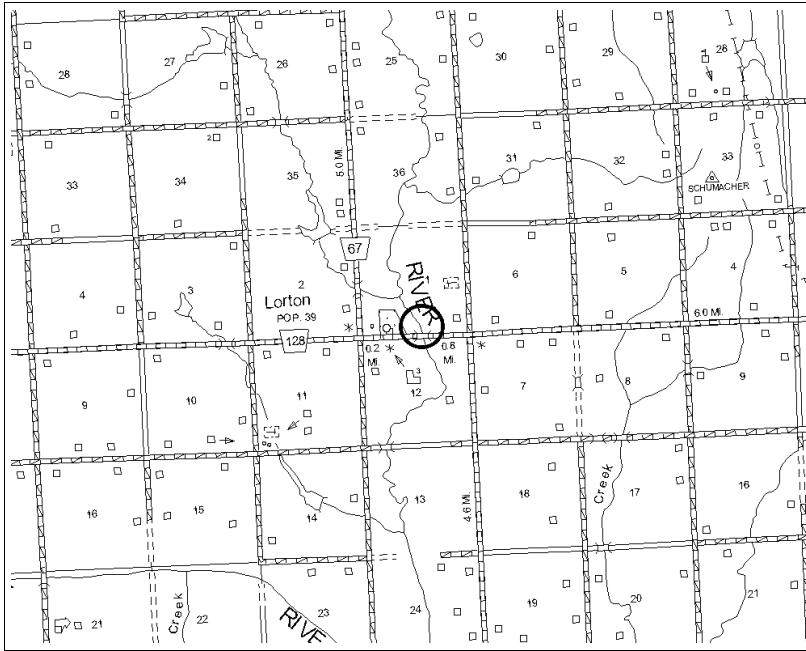
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Unusual span or structure length indicates exceptional engineering for the site; skewed portal is a special engineering feature.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Skewed abutments are a combination of steel and concrete. Timber wing walls. S067 05206 is recommended eligible for the National Register under Criterion C as a long example of the rigid-connected (riveted) Pratt through-truss type with a skewed portal, which is a special engineering design feature. Constructed in 1955, it has a main span longer than that of the previously listed trusses, indicating engineering that pushes the design to its maximum limit. The skewed portal is a significant engineering variation on the traditional skewed truss. In the conventional approach, the two truss units in the structure are offset, thus creating a skew (with skewed floorbeams) for the entire length of the bridge. In this example, the trusses are aligned for all panels (with perpendicular floorbeams) except the end panels, which are skewed. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S067 05312	NeHBS NUMBER: OT00-481	YEAR BUILT: 1954
LOCATION: W JCT N67/ .5N HIGHWAY N128	FEATURE CARRIED: HIGHWAY N67	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Otoe	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,498,965.61	EASTING: 751,290.42	TOWNSHIP: 07	RANGE: 12	DIRECTION: E	SECTION: 02
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 75	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 74	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.4	MAIN SPAN DETAILS: Steel I-beam. Skewed, with 5 rolled I-beams with bent plate diaphragms. 35-degree skew. Composite concrete deck with curbs and asphalt overlay.	APPROACH SPAN DETAILS:

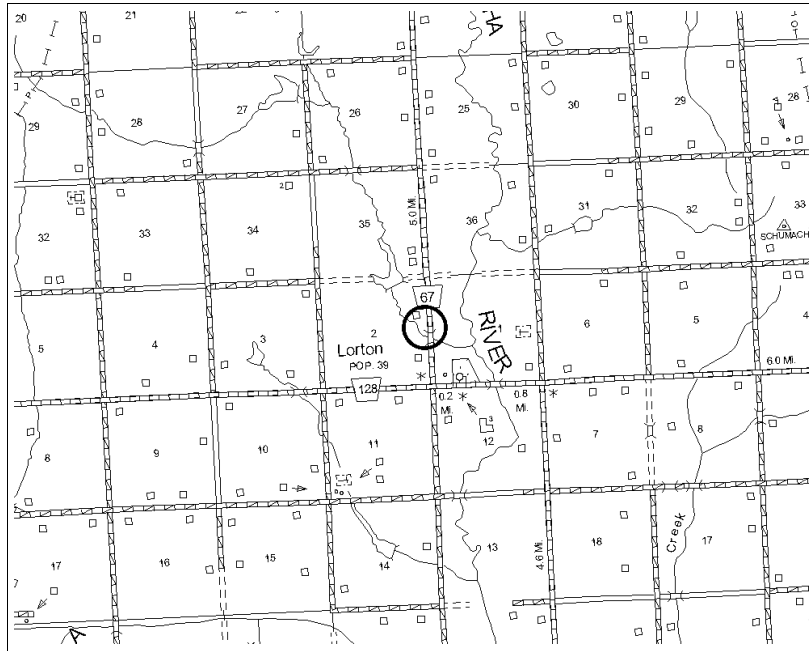
TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, S-228(8)-1, 1954.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Bridge Engineer		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Railing 1509-F on plans. Concrete abutments encasing steel piles. Concrete wing walls with timber extensions.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C006704105P	NeHBS NUMBER:	PW08-109	YEAR BUILT:	1940
LOCATION:	JCT HIGHWAY 4 / HIGHWAY 65 .3W	FEATURE CARRIED:	VINE STREET	YEAR RECONSTRUCTED:	1964
DISTRICT:	1	COUNTY:	Pawnee	FEATURE CROSSED:	TAYLOR BRANCH

UTM ZONE:	14	NORTHING:	4,451,811.05	EASTING:	748,187.09	TOWNSHIP:	03	RANGE:	12	DIRECTION	E	SECTION:	33
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STATUS:	Extant - not in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	150	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	149		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	18.9	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	20.1	MAIN SPAN DETAILS:	Pratt overhead truss. 11 steel stringers and 7 steel floor beams. Main members are pinned, other members are riveted. V-lacing on main members. Timber deck and timber curb.		

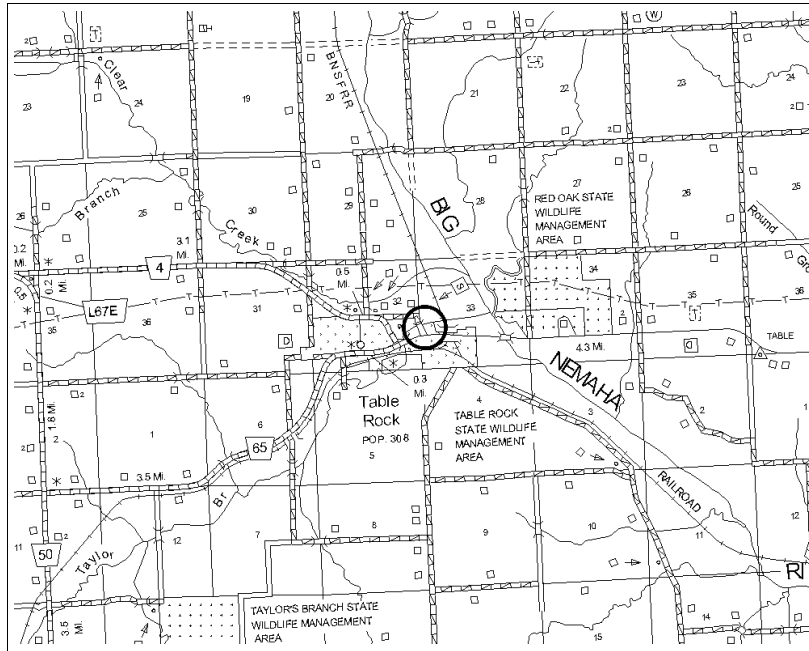
TRUSS CONNECTION:	Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal	Decorative portal	Capacity 20 tons, 97-A(2)-1, 1940.
SUBSTRUCTURE:	Timber	Ornamental rail/parapet	
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Town (small communities)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Timber substructure is failing. X-shaped railing. Bridge is closed.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S008 12067	NeHBS NUMBER: PW00-355	YEAR BUILT: 1954
LOCATION: 4N DUBOIS	FEATURE CARRIED: HIGHWAY N8/HIGHWAY N50	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Pawnee	FEATURE CROSSED: DRY BRANCH	

UTM ZONE: 14	NORTHING: 4,442,107.73	EASTING: 751,635.37	TOWNSHIP: 02	RANGE: 12	DIRECTION: E	SECTION: 35
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 51	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.4	MAIN SPAN DETAILS: Steel I-beam. 4 rolled I-beams with bent plate diaphragms. Composite concrete deck with asphalt overlay. Concrete curbs and parapet with curved end posts.	APPROACH SPAN DETAILS:

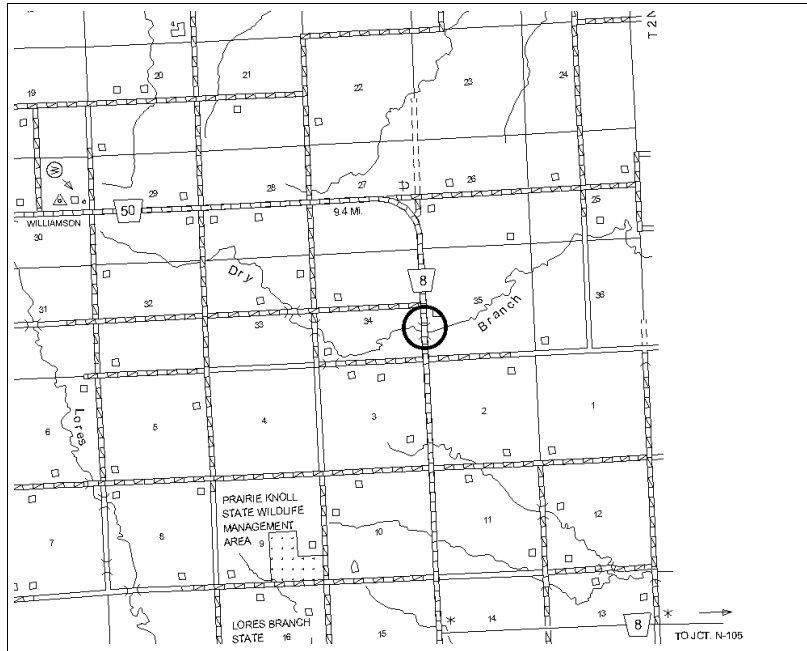
TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, S-539(1)-3, 1954.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR:S.N. Ress, State Engineer		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



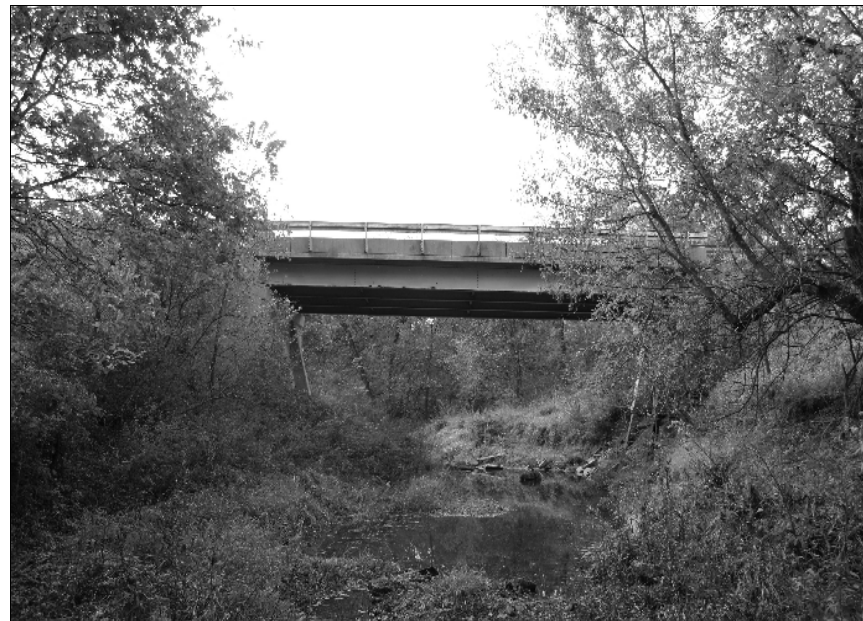
ADDITIONAL INFORMATION:

Buttressed concrete abutments and wing walls. Rail 1509-F on plans.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S050 00028	NeHBS NUMBER:	PW00-356	YEAR BUILT:	1954
LOCATION:	2S DUBOIS	FEATURE CARRIED:	HIGHWAY N50	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Pawnee	FEATURE CROSSED:	NEGRO BRANCH

UTM ZONE:	14	NORTHING:	4,432,486.24	EASTING:	751,954.58	TOWNSHIP:	01	RANGE:	12	DIRECTION	E	SECTION:	35
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	71	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	70		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	24.2	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	26.3	MAIN SPAN DETAILS:	Deck steel-plate girder. Four welded plate-girders with bent-plate diaphragms. Composite concrete deck and concrete curb.		

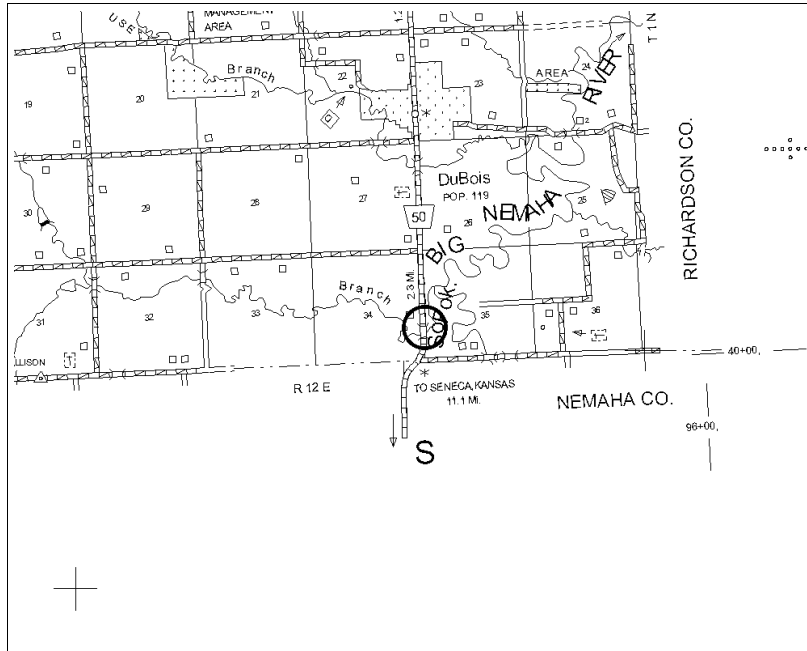
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				Capacity 20 tons, 3-539(1)-1, 1954.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:	NDOR: S.N. Ress, State Bridge Engineer				
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example with shorter span length and no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Railing 1509-F on plans. Concrete abutments.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S050 00179	NeHBS NUMBER: PW00-357	YEAR BUILT: 1954
LOCATION: SCL DUBOIS	FEATURE CARRIED: HIGHWAY N50	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Pawnee	FEATURE CROSSED: LORES BRANCH	

UTM ZONE: 14	NORTHING: 4,434,891.63	EASTING: 751,874.83	TOWNSHIP: 01	RANGE: 12	DIRECTION E	SECTION: 27
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STATUS: Extant - in service	OWNER: State Highway Agency
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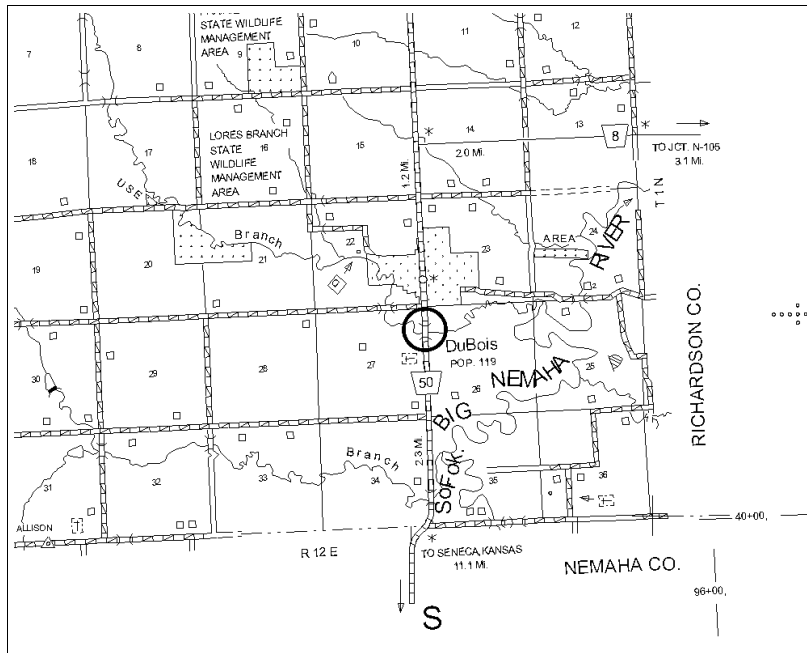
STRUCTURE LENGTH (FT): 81	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 80	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.4	MAIN SPAN DETAILS: Deck steel-plate girder. Composite, with four welded plate girders with bent-plate diaphragms. Concrete deck and concrete curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, S-589(1)-2, 1954.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: S.N. Ress, State Bridge Engineer		
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007
REASON FOR NATIONAL REGISTER DETERMINATION: Criterion C: Earliest extant all-welded state bridge with substantial integrity.		

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Railing 1509-F on plans. Bridge S050 00179 is a significant representative example of the state-designed, all-welded, steel girder type and is recommended eligible for the National Register under Criterion C. It also is the earliest extant state example of the all-welded steel girder type. This multi-girder (type 302) bridge has four all-welded, built-up girders with steel diaphragms, composite decks, and concrete abutments. It retains its original No. 10 gage, Flex-Beam guard railings. It retains complete design integrity and is believed to be one of a group of early, all-welded girder bridges completed or under contract by the state by 1956, according to an NDOR annual report.

SOURCES:

Bridge plans dated 1954 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S013 02377	NeHBS NUMBER: PC00-204	YEAR BUILT: 1939
LOCATION: 6NW FOSTER	FEATURE CARRIED: HIGHWAY N13	YEAR RECONSTRUCTED: 1961
DISTRICT: 3 COUNTY: Pierce	FEATURE CROSSED: DRY CREEK	

UTM ZONE: 14	NORTHING: 4,686,799.25	EASTING: 602,717.03	TOWNSHIP: 27	RANGE: 04	DIRECTION W	SECTION: 11
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 114	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 29	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 5	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.9	MAIN SPAN DETAILS: Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Change in railing/parapet	
SURROUNDING LAND USE:	Widened	1961
Agricultural		

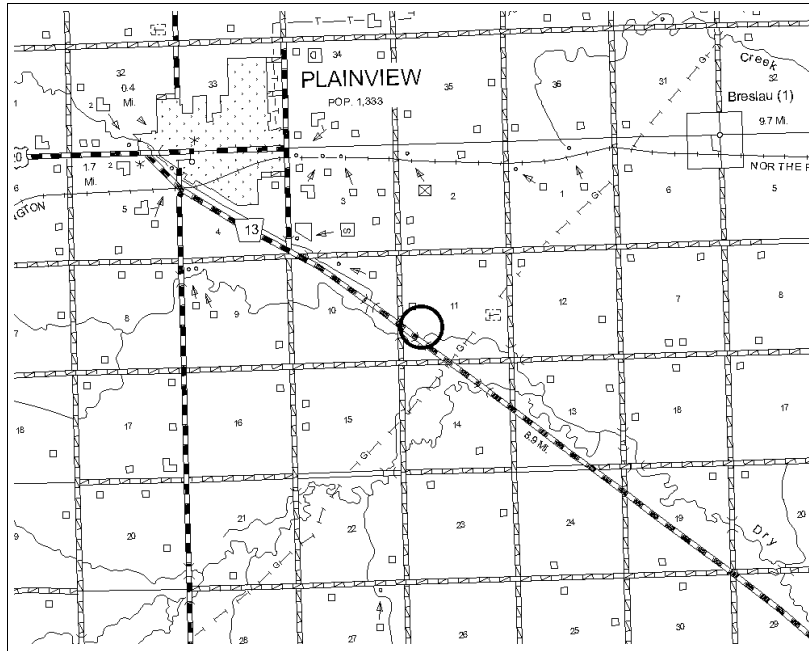
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete substructure. 4 timber piles with concrete caps. Timber abutments.
Evidence of railing alteration along both sides. Year reconstructed corresponds to widening project.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S020 36120	NeHBS NUMBER: PC00-205	YEAR BUILT: 1934
LOCATION: 4W OSMOND	FEATURE CARRIED: US HIGHWAY 20	YEAR RECONSTRUCTED: 1957
DISTRICT: 3 COUNTY: Pierce	FEATURE CROSSED: BRESLAU CREEK	

UTM ZONE: 14	NORTHING: 4,689,677.04	EASTING: 609,402.52	TOWNSHIP: 28	RANGE: 03	DIRECTION W	SECTION: 33
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 40	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 40	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 43.8	MAIN SPAN DETAILS: Steel I-beam. 17 rolled girders with bent plate diaphragms. Concrete deck with curbs and asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

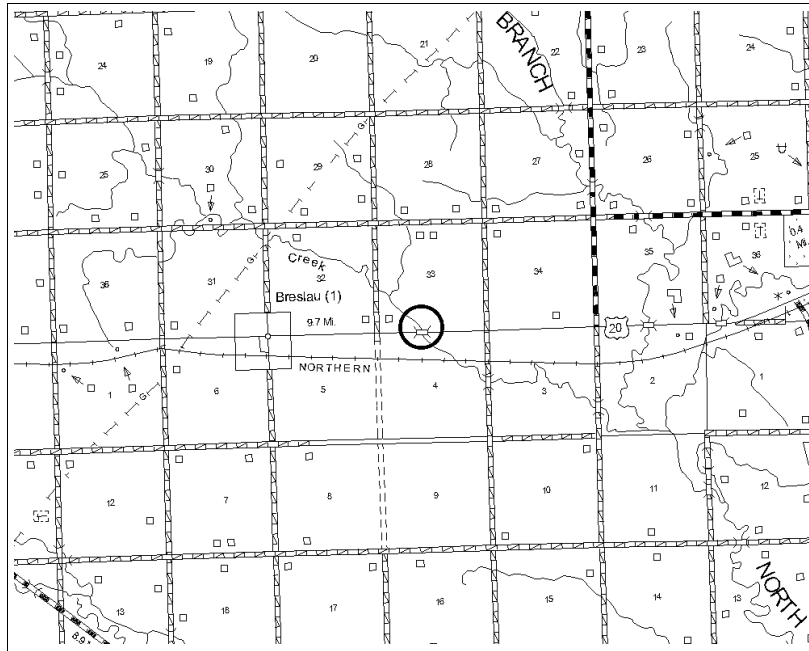
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Bolts on both sides of bridge indicate railing alteration. Concrete barrier with metal beam.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S081 17161	NeHBS NUMBER:	PC00-206	YEAR BUILT:	1938
LOCATION:	JCT US HIGHWAY 81/US HIGHWAY 20 8S	FEATURE CARRIED:	US HIGHWAY 81	YEAR RECONSTRUCTED:	1962
DISTRICT:	3	COUNTY:	Pierce	FEATURE CROSSED:	STREAM

UTM ZONE:	14	NORTHING:	4,678,177.18	EASTING:	629,800.28	TOWNSHIP:	26	RANGE:	01	DIRECTION	W	SECTION:	09
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	93	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	35		Slab		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	28.2	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	32.8	MAIN SPAN DETAILS:	Concrete deck and concrete curb.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				Capacity 30 tons, F-136(11)-3, 1962.
SUBSTRUCTURE:	Timber				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Widened		1962	
SURROUNDING LAND USE:					
Agricultural					

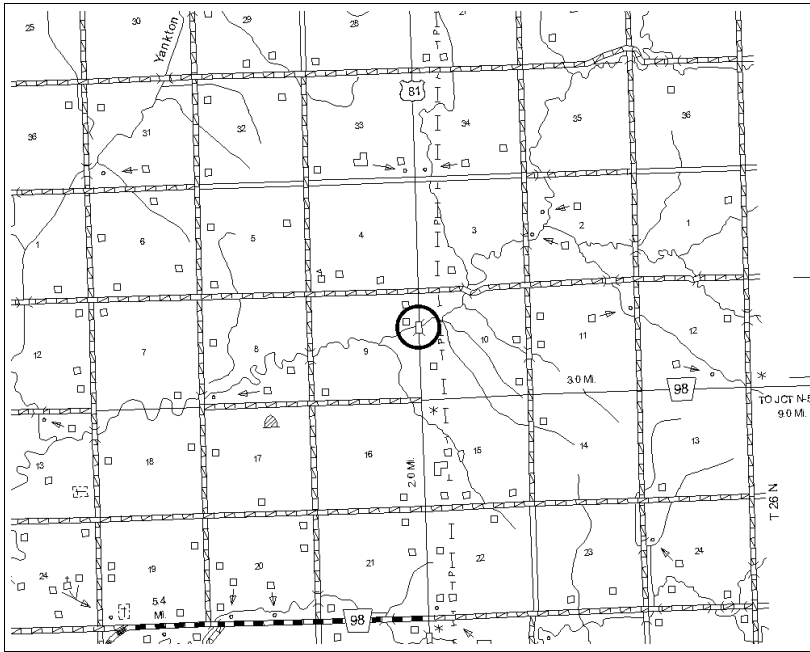
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 timber piles with concrete cap. Year reconstructed corresponds to widening project.

SOURCES:

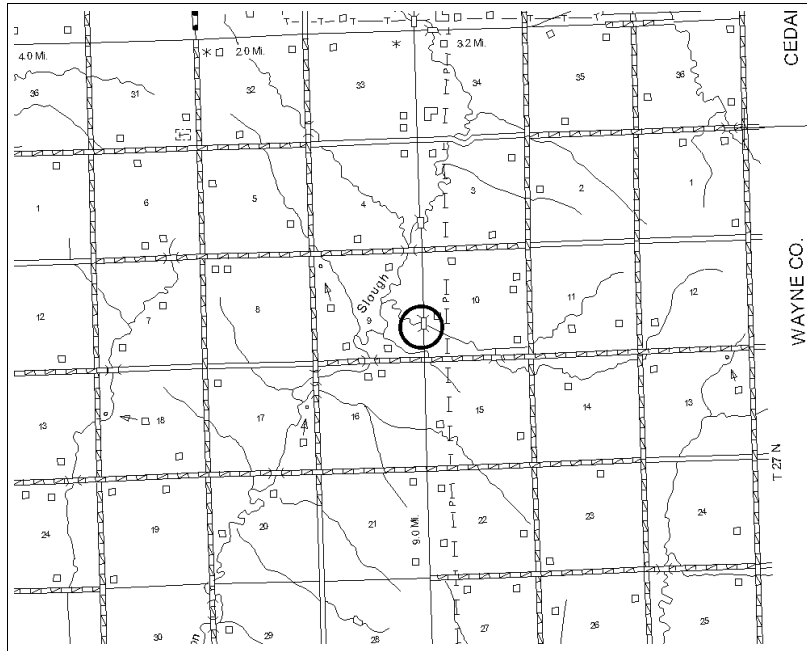
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S081 17727		NeHBS NUMBER: PC00-207		YEAR BUILT: 1938	
LOCATION: JCT US HIGHWAY 81/US HIGHWAY 20 3S		FEATURE CARRIED: US HIGHWAY 81		YEAR RECONSTRUCTED: 1962	
DISTRICT: 3 COUNTY: Pierce		FEATURE CROSSED: STREAM			
UTM ZONE: 14 NORTHING: 4,687,245.35 EASTING: 629,632.70		TOWNSHIP: 27 RANGE: 01 DIRECTION W		SECTION: 09	
STATUS: Extant - in service		OWNER: State Highway Agency			
STRUCTURE LENGTH (FT): 32		BRIDGE TYPE: Concrete continuous		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 16		Slab			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 42		NUMBER OF MAIN SPANS: 2		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 46		MAIN SPAN DETAILS: Concrete deck and concrete curb.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				1962 on bridge plate (obscured by guardrail).	
SUBSTRUCTURE: Timber					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Change in railing/parapet			
SURROUNDING LAND USE:		Widened		1962	
Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

2 timber piles with concrete cap. Year reconstructed corresponds to widening project.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S081 17820	NeHBS NUMBER:	PC00-208	YEAR BUILT:	1938
LOCATION:	JCT US HIGHWAY 81/US HIGHWAY 20 2S	FEATURE CARRIED:	US HIGHWAY 81	YEAR RECONSTRUCTED:	1962
DISTRICT:	3	COUNTY:	Pierce	FEATURE CROSSED:	YANKTON SLOUGH

UTM ZONE:	14	NORTHING:	4,688,725.84	EASTING:	629,605.31	TOWNSHIP:	27	RANGE:	01	DIRECTION	W	SECTION:	04
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	57	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	21		Slab		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	42	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	46	MAIN SPAN DETAILS:	Concrete deck and concrete curb.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				1962 on bridge plate.
SUBSTRUCTURE:	Timber				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Change in railing/parapet			
SURROUNDING LAND USE:		Widened		1962	
Agricultural					

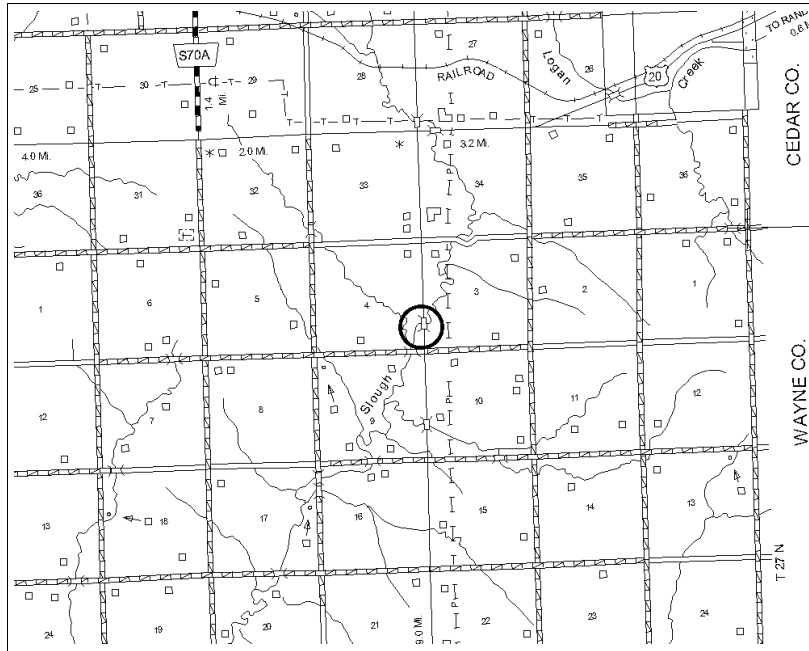
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

3 timber piles with concrete cap. Year reconstructed corresponds to widening project.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S098 00072	NeHBS NUMBER:	PC05-085	YEAR BUILT:	1960
LOCATION:	0E PIERCE	FEATURE CARRIED:	HIGHWAY N98	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Pierce	FEATURE CROSSED:	NORTH FORK ELKHORN RIVER

UTM ZONE:	14	NORTHING:	4,673,049.72	EASTING:	622,599.67	TOWNSHIP:	26	RANGE:	02	DIRECTION	W	SECTION:	26
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	163	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	64		Slab		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	28.3	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	32.9	MAIN SPAN DETAILS:	Concrete curb and concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Town (small communities)				
SURROUNDING LAND USE:					
	Agricultural				

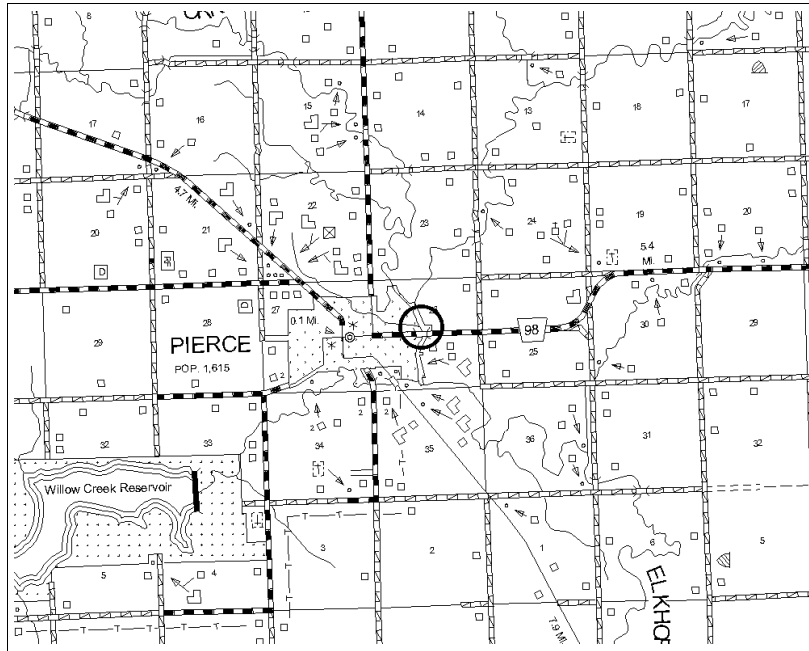
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 solid concrete piers.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007105130 **NeHBS NUMBER:** PT00-279 **YEAR BUILT:** 1955
LOCATION: JCT US HIGHWAY 81/ HIGHWAY N91 6E 5.6S **FEATURE CARRIED:** MONASTERY ROAD/175TH AVENUE **YEAR RECONSTRUCTED:** 0
DISTRICT: 3 **COUNTY:** Platte **FEATURE CROSSED:** LOSEKE CREEK

UTM ZONE: 14 **NORTHING:** 4,608,904.14 **EASTING:** 637,600.21 **TOWNSHIP:** 19 **RANGE:** 01 **DIRECTION:** E **SECTION:** 17

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 41 **BRIDGE TYPE:** Steel **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 40 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22 **NUMBER OF MAIN SPANS:** 1 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 24 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
Steel I-beam. 4 rolled I-beams with bent plate diaphragms. Concrete deck with curbs and asphalt overlay.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam Capacity 20 tons, S-558(1)-1, 1955.
SUBSTRUCTURE: Timber
ENGINEER / DESIGNER:

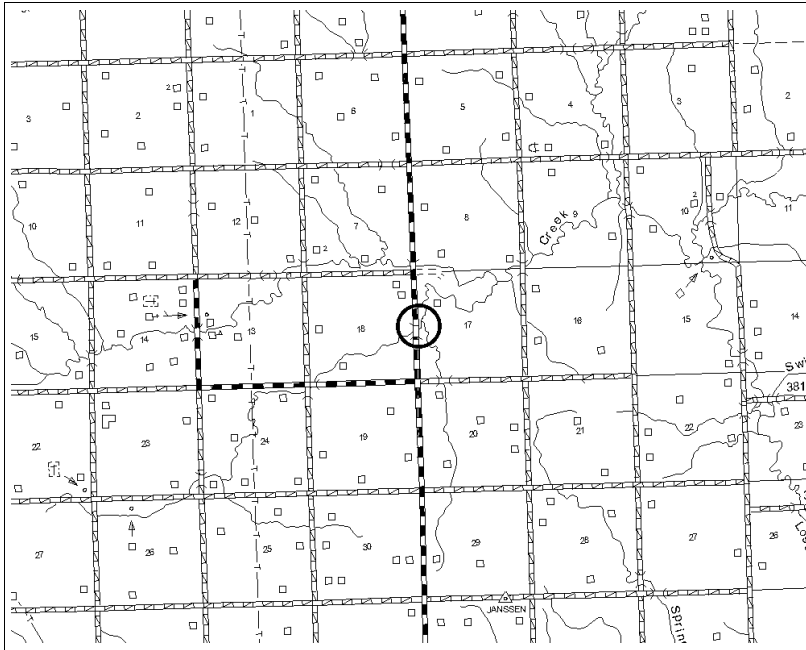
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
5 - Not eligible for the NRHP Not eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wingwalls. Timber piles with concrete caps.

SOURCES:

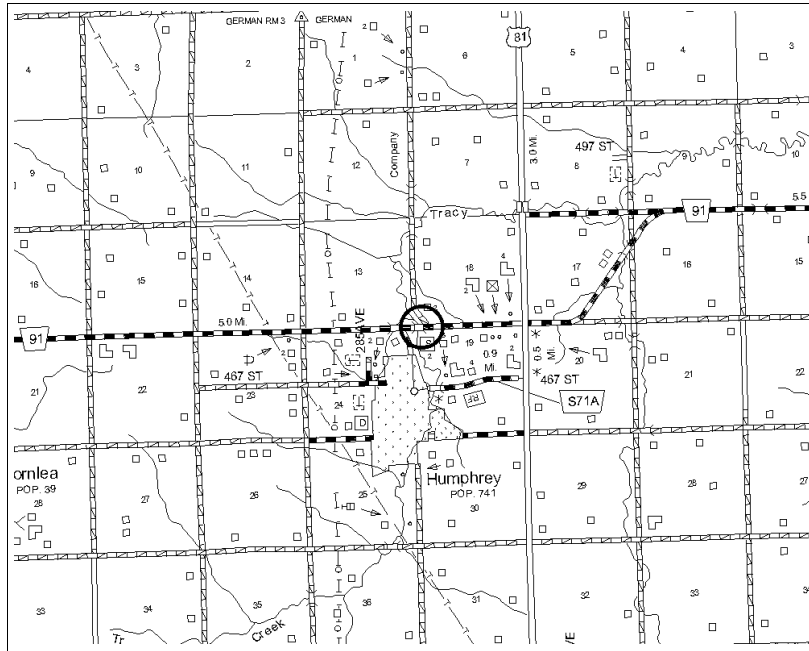
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S091 15250		NeHBS NUMBER: PT05-081		YEAR BUILT: 1952	
LOCATION: 0E HUMPHREY		FEATURE CARRIED: HIGHWAY N91		YEAR RECONSTRUCTED: 0	
DISTRICT: 3 COUNTY: Platte		FEATURE CROSSED: TRACY CREEK			
UTM ZONE: 14 NORTHING: 4,617,579.69		EASTING: 626,196.72		TOWNSHIP: 20 RANGE: 01 DIRECTION W SECTION: 19	
STATUS: Extant - in service		OWNER: State Highway Agency			
STRUCTURE LENGTH (FT): 99		BRIDGE TYPE: Concrete		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 25		Slab			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.2		NUMBER OF MAIN SPANS: 4		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 28.3		MAIN SPAN DETAILS: Concrete curb. Asphalt overlay.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				None.	
SUBSTRUCTURE: Timber					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Town (small communities)					
SURROUNDING LAND USE:					
Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

3 piles are a combination of concrete and timber.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007203810	NeHBS NUMBER: PK00-218	YEAR BUILT: 1956
LOCATION: W JCT US HIGHWAY 81/HIGHWAY N92 4S .9W	FEATURE CARRIED: COUNTY ROAD 126TH STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Polk	FEATURE CROSSED: PRAIRIE CREEK	

UTM ZONE: 14	NORTHING: 4,553,002.61	EASTING: 616,270.66	TOWNSHIP: 13	RANGE: 03	DIRECTION W	SECTION: 01
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 51	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 49	Channel beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 27	MAIN SPAN DETAILS: 7 double tee beams with single tee beams on the outside. Concrete curb and concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		Capacity 20 tons, S-651-(2)-1, 1956.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

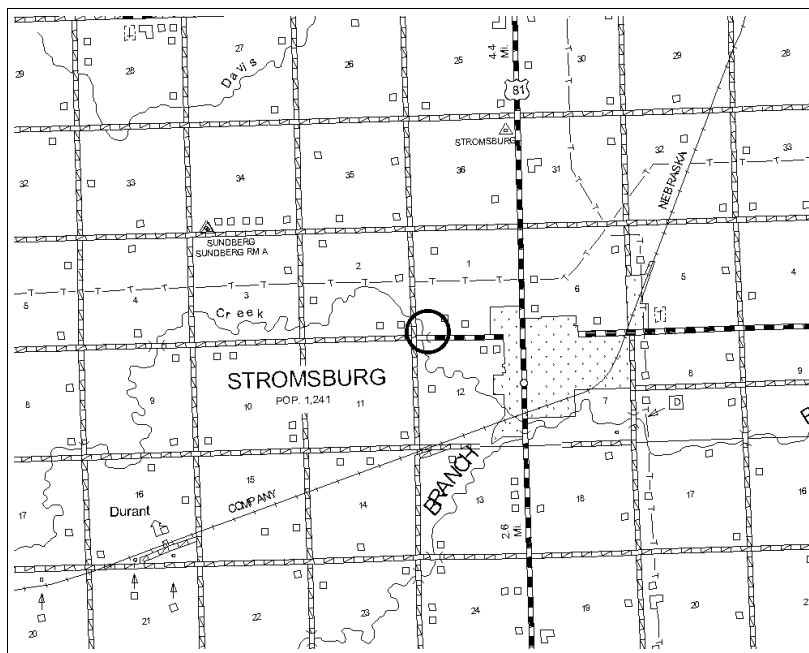
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early example of uncommon type in Nebraska utilizing new material and technology.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Abutments are a combination of concrete and timber. Timber wing walls. C007203810 is recommended eligible for the National Register under Criterion C as a significant early example of an uncommon bridge type from the subject period. The prestressed concrete channel beam never became a prevalent bridge type in Nebraska; there are no post-1965 prestressed concrete channel beams recorded in BISON. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S089 00441	NeHBS NUMBER:	RW00-163	YEAR BUILT:	1958
LOCATION:	0W MARION-- 4.5E HIGHWAY 83	FEATURE CARRIED:	HIGHWAY N89	YEAR RECONSTRUCTED:	0
DISTRICT:	7	COUNTY:	Red Willow	FEATURE CROSSED:	BEAVER CREEK

UTM ZONE:	14	NORTHING:	4,430,668.00	EASTING:	372,984.73	TOWNSHIP:	01	RANGE:	28	DIRECTION	W	SECTION:	33
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	157	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	60		Slab		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	26	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	31	MAIN SPAN DETAILS:	Concrete deck and asphalt overlay.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				Capacity 20 tons, S-152(3)-2, 1958.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

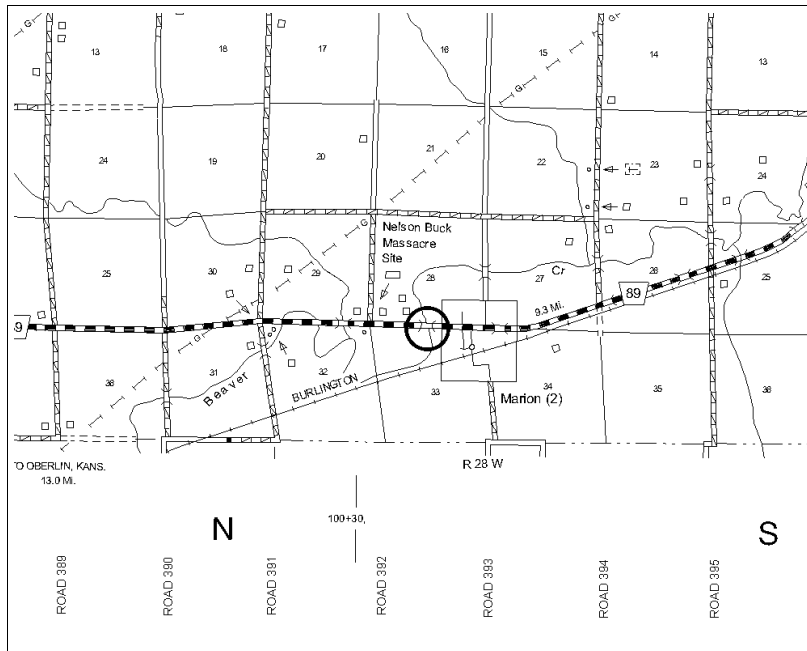
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments with concrete pillars supporting ends of deck at abutments. No wing walls. Concrete pillars meet the bottom of the deck directly (no pier caps).

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007400205	NeHBS NUMBER:	RH00-535	YEAR BUILT:	1953
LOCATION:	1E N105 NEMAHA CL (A-1/2)	FEATURE CARRIED:	COUNTY ROAD A	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Richardson	FEATURE CROSSED:	STREAM

UTM ZONE:	14	NORTHING:	4,461,123.80	EASTING:	755,260.16	TOWNSHIP:	04	RANGE:	13	DIRECTION	E	SECTION:	31
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	33	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	31		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	19.1	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	18.9	MAIN SPAN DETAILS:	Steel I-beam. 10 rolled -beams welded to steel channel separator. Timber deck.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

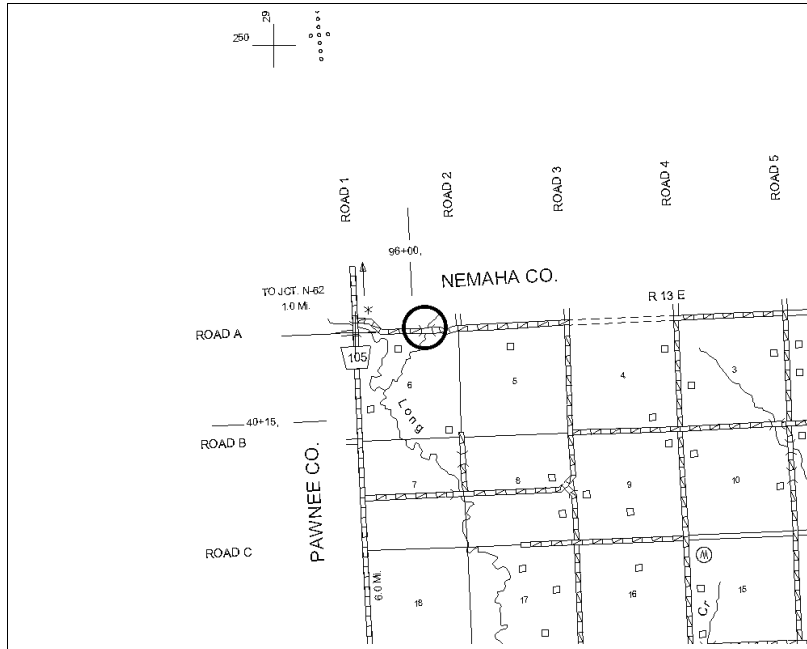
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP

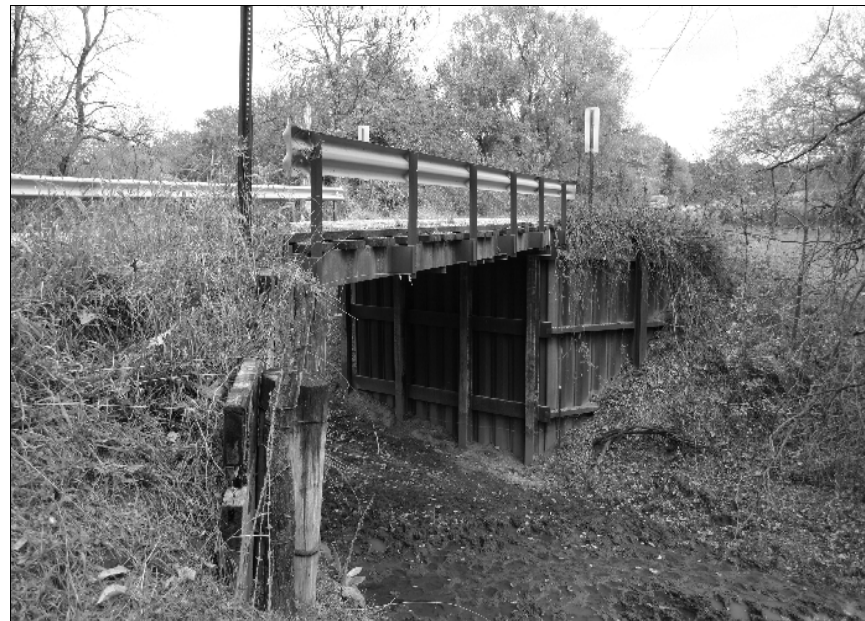


ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007401305	NeHBS NUMBER: RH00-536	YEAR BUILT: 1953
LOCATION: 6.5W 1.5S STELLA (D/E-7)	FEATURE CARRIED: COUNTY ROAD 636 AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Richardson	FEATURE CROSSED: WHISKEY RUN	

UTM ZONE: 14	NORTHING: 4,455,495.60	EASTING: 763,972.71	TOWNSHIP: 03	RANGE: 13	DIRECTION E	SECTION: 24
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 45	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 44	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. 13 rolled I-beams separated by transverse channels welded to lower flanges of beams. "Inland" stamped on beam webs. Corrugated steel deck with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

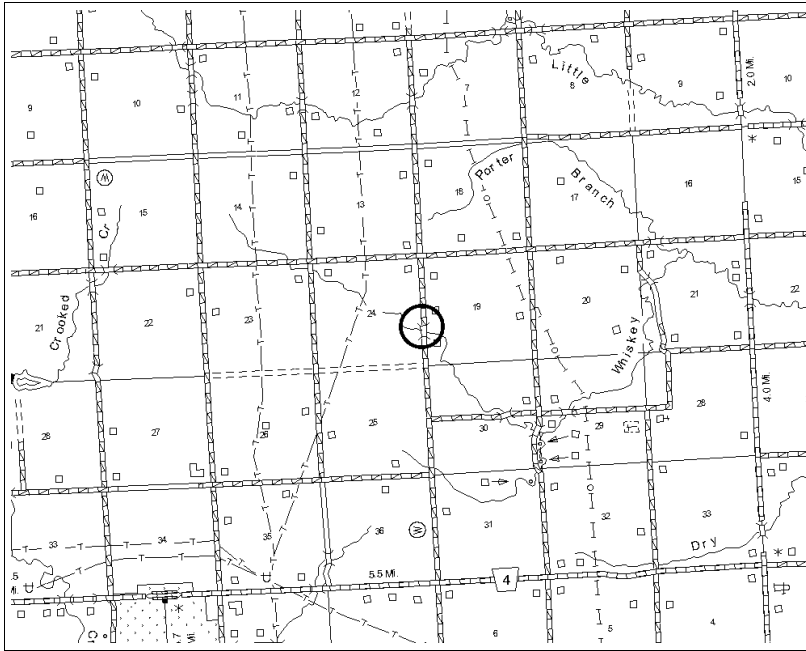
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007402005	NeHBS NUMBER: RH00-537	YEAR BUILT: 1935
LOCATION: 2S 3W OF HUMBOLDT (J-1/2)	FEATURE CARRIED: COUNTY ROAD J	YEAR RECONSTRUCTED: 1954
DISTRICT: 1 COUNTY: Richardson	FEATURE CROSSED: DRY BRANCH	

UTM ZONE: 14	NORTHING: 4,446,672.06	EASTING: 755,180.48	TOWNSHIP: 02	RANGE: 13	DIRECTION: E	SECTION: 18
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 76	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.5	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 19.5	MAIN SPAN DETAILS: Pratt pony truss. 14 I-beams and 3 floor beams. "Lackawanna" stamped on truss members. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Pinned
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

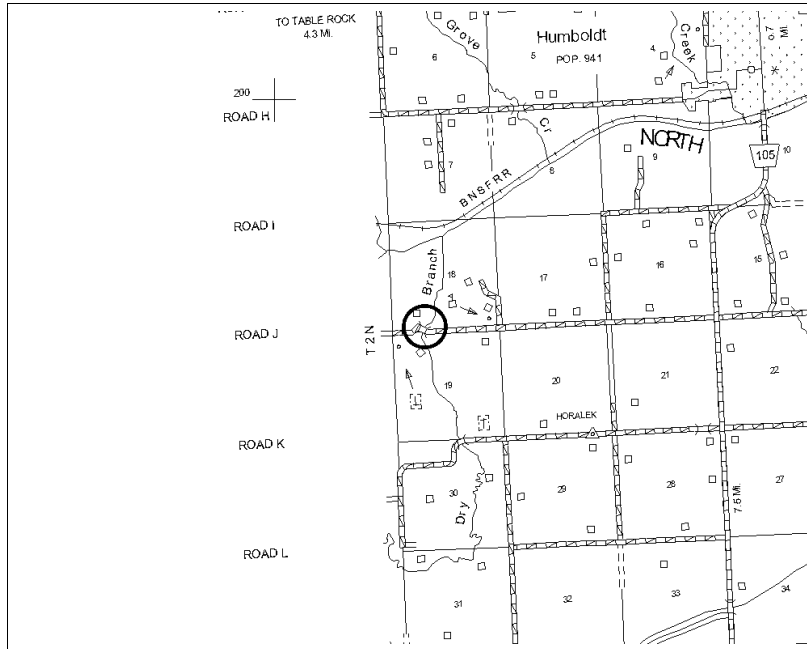
NATIONAL REGISTER DETERMINATION DATE:

1991/1996

REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Open steel pile. Concrete wing walls. Ornamental cross-lattice railing. According to the Richardson County Bridge Foreman, this bridge may have been purchased from the state and moved to its current location.

SOURCES:

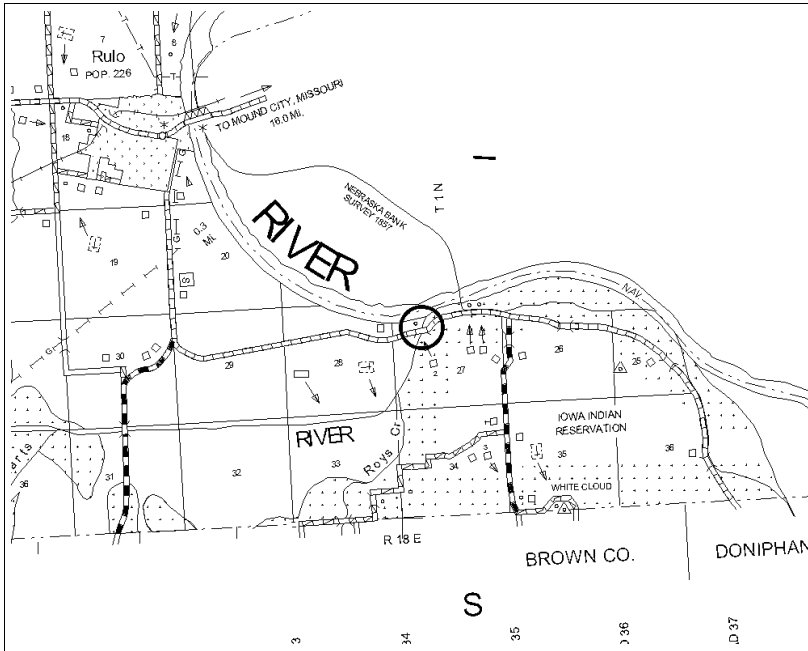
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007403435P		NeHBS NUMBER: RH00-538	YEAR BUILT: 1953
LOCATION: JCT 159/MO SL 2S1.9E(Q-34)		FEATURE CARRIED: HIGHWAY 7	YEAR RECONSTRUCTED: 0
DISTRICT: 1	COUNTY: Richardson	FEATURE CROSSED: BIG NEMAHA RIVER	
UTM ZONE: 14	NORTHING: 4,436,801.27	EASTING: 808,640.78	TOWNSHIP: 01 RANGE: 18 DIRECTION E SECTION: 27
STATUS: Extant - in service		OWNER: County Highway Agency	
STRUCTURE LENGTH (FT): 305	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 120	Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23.6	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 24	MAIN SPAN DETAILS: Deck steel-plate girder. Continuous, skewed, with three lines of welded plate-girders with bent-plate diaphragms, deeper over piers. Concrete deck.	APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam			None.
SUBSTRUCTURE: Concrete			
ENGINEER / DESIGNER: Hodgkins and Associates			
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):	
SURROUNDING LAND USE: Agricultural			
NBI HISTORIC CODE: 2 - Eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Eligible	NATIONAL REGISTER DETERMINATION DATE: 2007	
REASON FOR NATIONAL REGISTER DETERMINATION: Criterion C: Earliest all-welded steel-girder bridge in Nebraska, erected same year as earliest welded state bridge. Significant representative county example of type.			
REASON NOT EVALUATED:			

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete substructure with steel beam reinforcements at abutments. 2 solid concrete piers. Bridge C007403435P was built in 1953 and is recommended eligible for the National Register under Criterion C. It is the earliest known all-welded steel girder bridge in the state and is contemporaneous with Nebraska's first all-welded state bridge, which was discussed in the NDOR annual report at the time. This 305-foot, three-span, skewed, continuous structure has three lines of welded, built-up girders with diaphragms. The girders are slightly deeper over the piers. Although the original railing has been replaced, the bridge retains complete design and construction integrity for the welded, built-up girders and sufficient historic integrity to be eligible for the National Register. The county bridge foreman states that this bridge was built for the county and was never a state bridge, to the best of his knowledge.

SOURCES:

Designer/builder and county-ownership information from Roger Lee, bridge foreman, Richardson County, phone interview with Mead & Hunt, 4-25-07.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007421110		NeHBS NUMBER: RH00-539		YEAR BUILT: 1935	
LOCATION: 1E 4.5N HUMBOLDT (B/C-6)		FEATURE CARRIED: COUNTY ROAD 6		YEAR RECONSTRUCTED: 1953	
DISTRICT: 1 COUNTY: Richardson		FEATURE CROSSED: STREAM			
UTM ZONE: 14 NORTHING: 4,458,771.82		EASTING: 762,296.25		TOWNSHIP: 03 RANGE: 13 DIRECTION E SECTION: 12	

STATUS: Extant - in service

OWNER: County Highway Agency

STRUCTURE LENGTH (FT): 48

LENGTH OF MAXIMUM SPAN (FT): 29

BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25.9

DECK WIDTH (OUT-TO-OUT) (FT): 25.9

BRIDGE TYPE: Steel

Stringer/multibeam or girder

NUMBER OF MAIN SPANS: 2

MAIN SPAN DETAILS: Multiple I-beams. Concrete deck.

APPROACH SPAN TYPE:

NUMBER OF APPROACH SPANS: 0

APPROACH SPAN DETAILS:

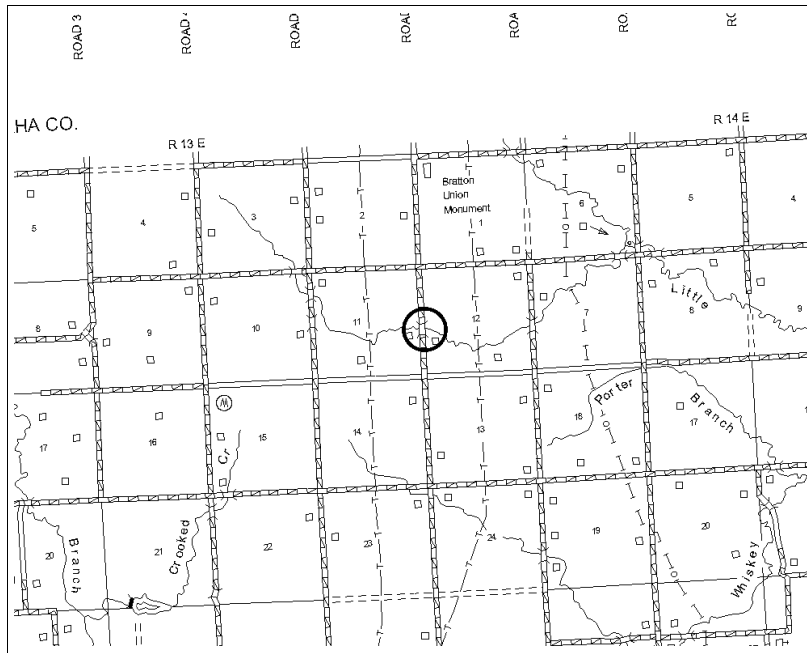
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal				None.	
SUBSTRUCTURE: Steel					
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT: Rural (unincorporated areas)

SURROUNDING LAND USE: Agricultural

NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Railing 1749-A on plans. Sheet piling abutments and wing walls. Open piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007423310	NeHBS NUMBER: RH00-540	YEAR BUILT: 1953
LOCATION: JCT 73/75 6.5E.6S (I/J-17)	FEATURE CARRIED: COUNTY ROAD 646 AVENUE	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Richardson	FEATURE CROSSED: MUDDY CREEK	

UTM ZONE: 14	NORTHING: 4,448,307.02	EASTING: 780,434.24	TOWNSHIP: 02	RANGE: 15	DIRECTION E	SECTION: 14
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 221	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 100	Truss - thru	Girder and floorbeam system
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 25.4	MAIN SPAN DETAILS: Warren pony truss with polygonal top chord. 11 floor beams with cross bracing. Combination of riveted and bolted connections on truss members. Vertical supports. Concrete deck and curb.	APPROACH SPAN DETAILS: 4 I-beams.

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		S-288 (1)-1, 1953.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

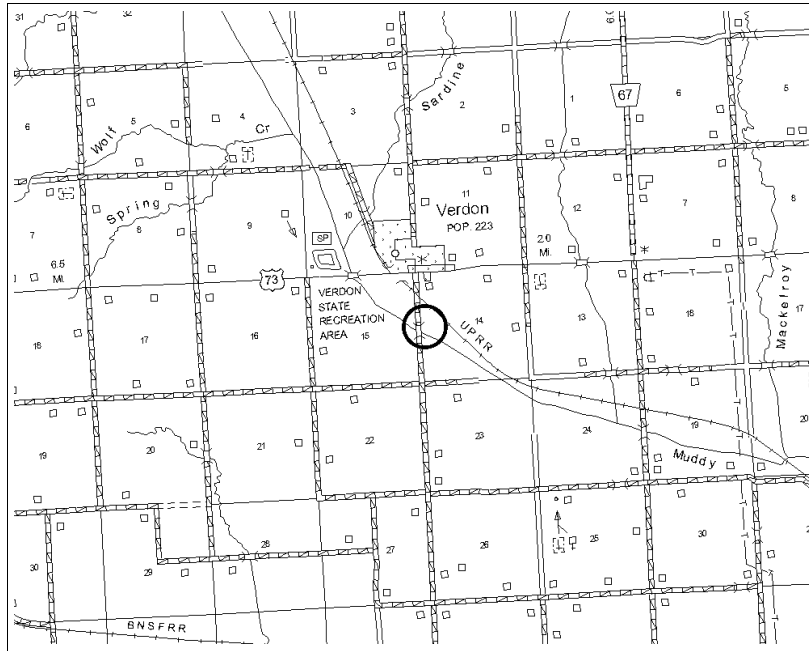
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Polygonal top chord represents significant variation within type; span length represents maximum possible for this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 closed piles. C007423310 features a polygonal top chord, a significant variation within the type, and a long main span (100 feet) that represents the maximum span length for the type in the subject period. The bridge retains its integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007432220	NeHBS NUMBER: RH00-541	YEAR BUILT: 1935
LOCATION: 2S 4E OF VERDON (K-21)	FEATURE CARRIED: COUNTY ROAD 710	YEAR RECONSTRUCTED: 1954
DISTRICT: 1 COUNTY: Richardson	FEATURE CROSSED: GOOLSBY CREEK	

UTM ZONE: 14	NORTHING: 4,446,151.97	EASTING: 787,200.42	TOWNSHIP: 02	RANGE: 16	DIRECTION: E	SECTION: 21
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 128	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 80	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 19.2	MAIN SPAN DETAILS: Warren pony truss. 3 floor beams. Combination of bolted and riveted connections. V-lacing on main members. Timber deck.	APPROACH SPAN DETAILS: Multiple I-beams. Timber deck.

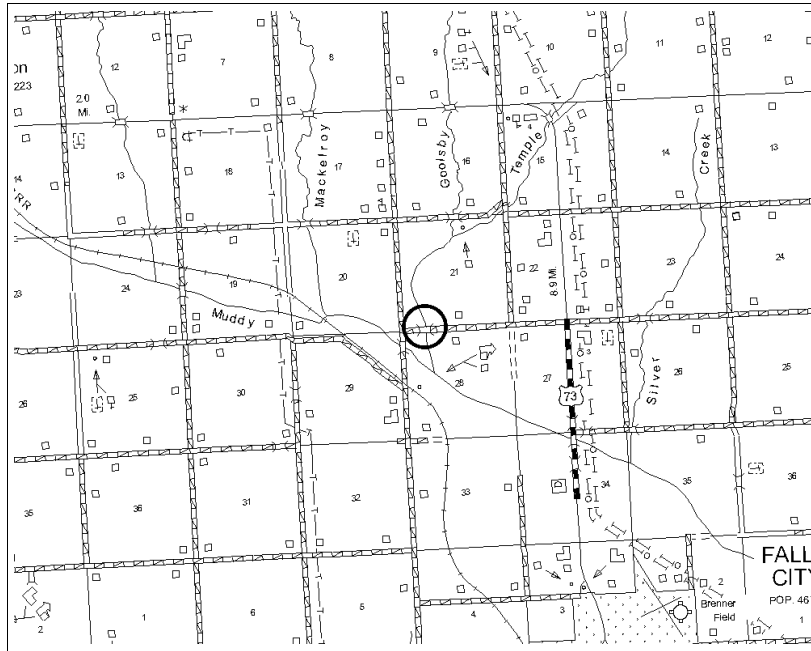
TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Open steel piles. According to the Richardson County Bridge Foreman, this bridge may have been purchased from the state and moved to its current location.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S008 14278	NeHBS NUMBER:	RH00-542	YEAR BUILT:	1955
LOCATION:	IN SALEM	FEATURE CARRIED:	HIGHWAY N8	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Richardson	FEATURE CROSSED:	NORTH FORK BIG NEMAHA RIVER

UTM ZONE:	14	NORTHING:	4,440,139.04	EASTING:	780,024.96	TOWNSHIP:	01	RANGE:	15	DIRECTION	E	SECTION:	10
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	253	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	Steel
LENGTH OF MAXIMUM SPAN (FT):	161		Truss - thru		Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	26	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	2
DECK WIDTH (OUT-TO-OUT) (FT):	30.8	MAIN SPAN DETAILS:	APPROACH SPAN DETAILS:		
		Parker overhead truss. 5 I-beams with cross bracing. Predominantly riveted connections with some bolted connections on overhead truss.			5 I-beams with bracing.
		Horizontal brace at mid-panel point on each truss. V-lacing on main members. Concrete deck with asphalt overlay.			

TRUSS CONNECTION:	Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Concrete barrier		None.
SUBSTRUCTURE:	Concrete		
ENGINEER / DESIGNER:			
NDOR: S.N. Ress, State Bridge Engineer			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Remodeled curb (see additional information)	1987
SURROUNDING LAND USE:	Change in railing/parapet	1987
Agricultural		

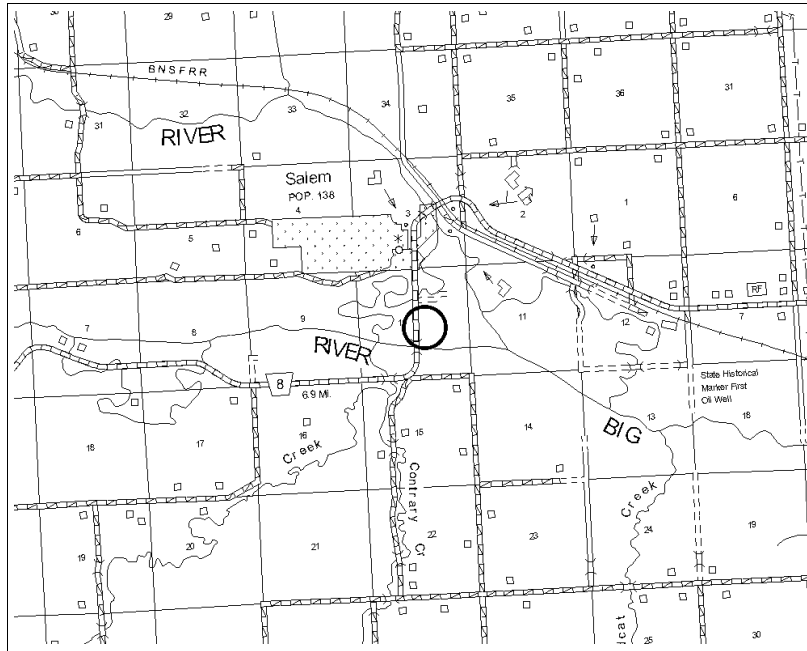
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Handrail 1509-F on plans. State plans appear to use standard detail sheet. Open concrete piers. Remodeled bridge curb included removal of original railing and replacement with a concrete barrier on original curb. Originally built on State Road Salem-East.

SOURCES:

State bridge plans dated 1955 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007600505	NeHBS NUMBER: SA00-203	YEAR BUILT: 1950
LOCATION: 1.7W 4.1S OF FRIEND	FEATURE CARRIED: COUNTY ROAD 300 STREET	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saline	FEATURE CROSSED: TURKEY CREEK	

UTM ZONE: 14	NORTHING: 4,495,140.05	EASTING: 641,308.84	TOWNSHIP: 07	RANGE: 01	DIRECTION E	SECTION: 09
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 173	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Girder and floorbeam system	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19	NUMBER OF MAIN SPANS: 5	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.6	MAIN SPAN DETAILS: Steel I-beam. Cantilever, with floor beam system. 3 main I-beams support floor-beam system, including transverse floor beams and 6 longitudinal secondary beams. Beam webs in center span deeper than others. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

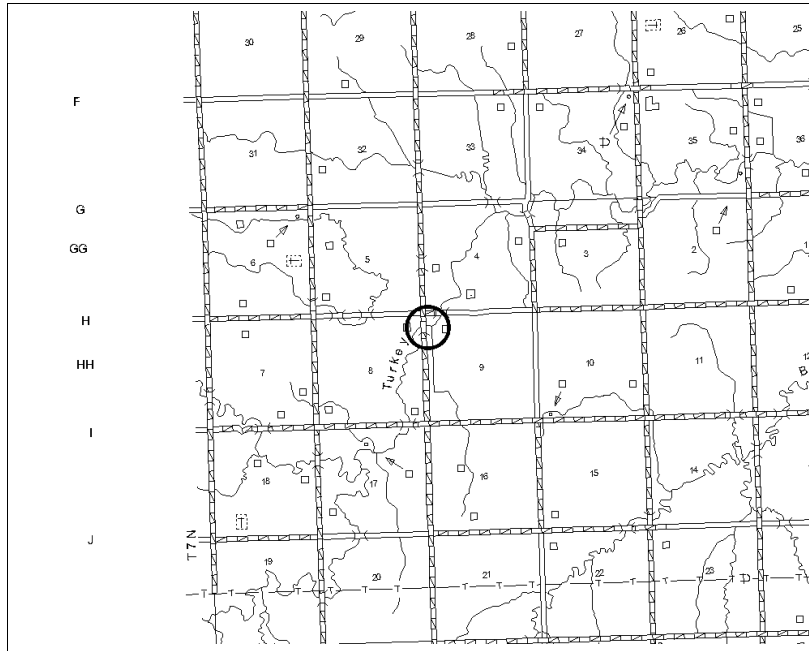
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant county adaptation of cantilever design, with extremely short cantilever arms and simple pinned hinges.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Corrugated steel abutments and wing walls. Steel piles. C007600505 is recommended eligible for the National Register under Criterion C. The structure's retention of the typically older two-girder/floor beam system, and unusually short cantilever arms, represents one county's adaptation of the cantilever designs developed by state highway engineers during subject period.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007601330	NeHBS NUMBER:	SA00-204	YEAR BUILT:	1927
LOCATION:	1E 2.7S OF FRIEND	FEATURE CARRIED:	COUNTY ROAD 700 STREET	YEAR RECONSTRUCTED:	1960
DISTRICT:	1	COUNTY:	Saline	FEATURE CROSSED:	TURKEY CREEK

UTM ZONE:	14	NORTHING:	4,497,298.31	EASTING:	647,614.99	TOWNSHIP:	08	RANGE:	01	DIRECTION	E	SECTION:	36
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STATUS:	Extant - in service	OWNER:	County Highway Agency		
STRUCTURE LENGTH (FT):	141	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	Steel
LENGTH OF MAXIMUM SPAN (FT):	86		Girder and floorbeam system		Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	20	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	1
DECK WIDTH (OUT-TO-OUT) (FT):	21.6	MAIN SPAN DETAILS:	Through steel-plate girder. Two riveted plate-girders with longitudinal stiffeners. Floor-beam system just below longitudinal stiffeners. Concrete curb and concrete deck.	APPROACH SPAN DETAILS:	3 rolled beams with welded cross bracing. W-beam railing.

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:
RAILING:	Metal plate			None.
SUBSTRUCTURE:	Steel			
ENGINEER / DESIGNER:				

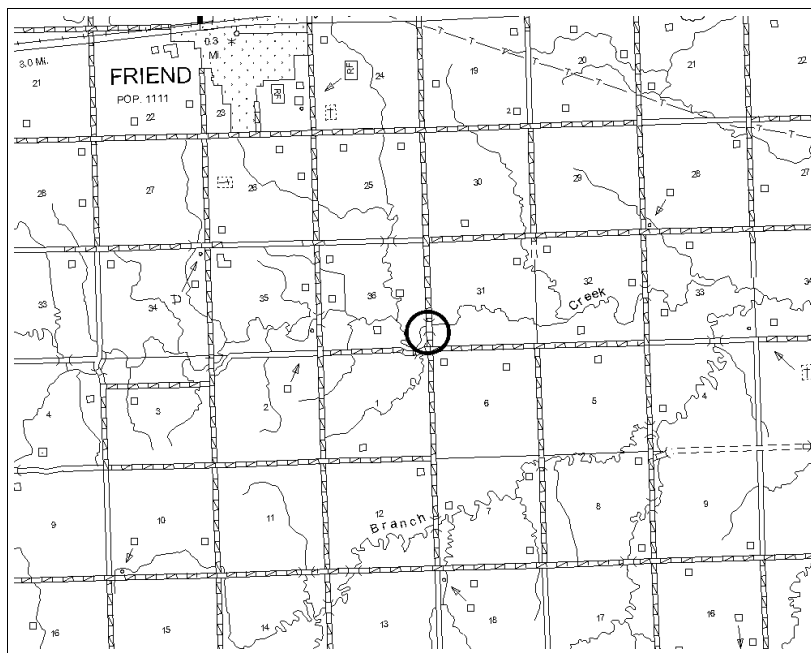
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		Added approach span		
SURROUNDING LAND USE:				
Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments and wing walls. Steel stringer approach span added to original plate girder structure. Bridge C007601330 is a rare surviving example of an "important indigenous Nebraska structural type," according to the 1996 Nebraska Historic Bridge Inventory Update and is recommended eligible for the National Register under Criterion C. Similar steel through-girders (not viaducts) identified in the 1996 study were dated from 1923 to 1931 and the sole surviving example from that study is dated 1923. According to BISON, Bridge C007601330 has a year-built of 1927 and a year-reconstructed of 1960. The construction date is uncertain and it is possible that it was relocated to the current site in 1960. The bridge is constructed of steel plates with both vertical and horizontal riveted seams. The deck is located just below the horizontal seam, which is at the mid-point of each of the girders.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007603625	NeHBS NUMBER:	SA00-205	YEAR BUILT:	1935
LOCATION:	.7W 2S OF WILBER	FEATURE CARRIED:	COUNTY ROAD T	YEAR RECONSTRUCTED:	1953
DISTRICT:	1	COUNTY:	Saline	FEATURE CROSSED:	TURKEY CREEK

UTM ZONE:	14	NORTHING:	4,479,839.61	EASTING:	670,866.84	TOWNSHIP:	06	RANGE:	04	DIRECTION	E	SECTION:	28
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STATUS:	Extant - in service	OWNER:	County Highway Agency		
STRUCTURE LENGTH (FT):	125	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	Wood or timber
LENGTH OF MAXIMUM SPAN (FT):	60		Truss - thru		Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	19.5	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	2
DECK WIDTH (OUT-TO-OUT) (FT):	19.5	MAIN SPAN DETAILS:	Pratt pony truss. 2 floor beams. Bolted and riveted connections. V-lacing. Timber deck.	APPROACH SPAN DETAILS:	16 floor beams. Low timber railings.

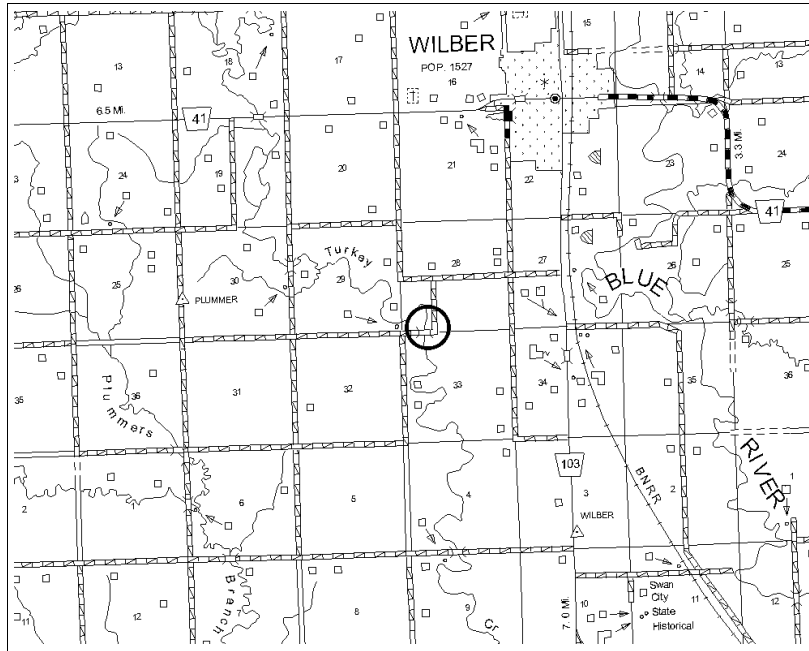
TRUSS CONNECTION:	Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal		1953 on bridge plate.
SUBSTRUCTURE:	Steel		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007613125	NeHBS NUMBER: SA00-206	YEAR BUILT: 1956
LOCATION: JCT HIGHWAY N41/S-76D 1.7N	FEATURE CARRIED: COUNTY ROAD 1600	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saline	FEATURE CROSSED: DRY CREEK	

UTM ZONE: 14	NORTHING: 4,485,574.37	EASTING: 662,399.32	TOWNSHIP: 06	RANGE: 03	DIRECTION E	SECTION: 10
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.8	MAIN SPAN DETAILS: Pratt pony truss. 2 floor beams. Predominantly riveted connections, some bolts at plates. V-lacing. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, 8-710(1)-1, 1956.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

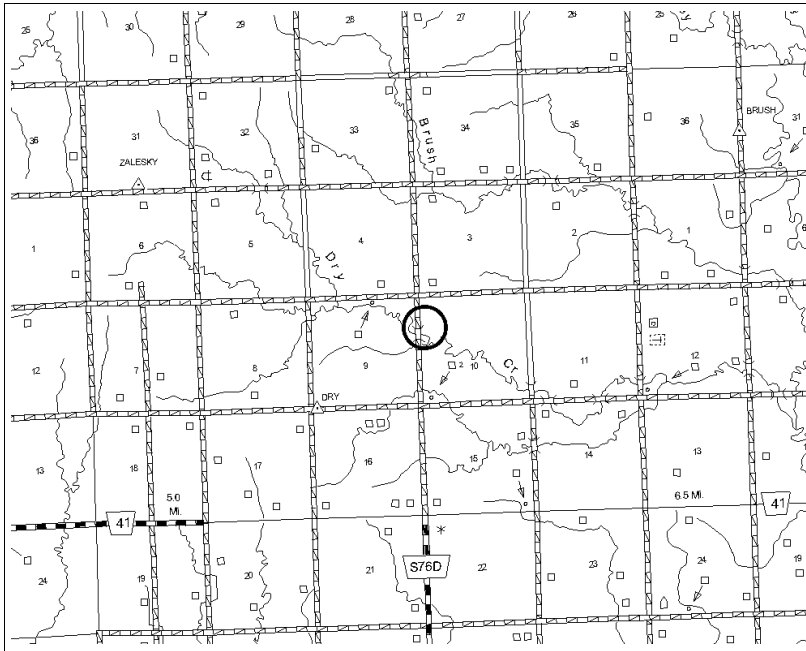
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments and wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007614620	NeHBS NUMBER:	SA00-207	YEAR BUILT:	1961
LOCATION:	JCT HIGHWAY N15/HIGHWAY N74 3S 6.3E	FEATURE CARRIED:	W STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Saline	FEATURE CROSSED:	SWAN CREEK

UTM ZONE:	14	NORTHING:	4,471,553.33	EASTING:	664,543.88	TOWNSHIP:	05	RANGE:	03	DIRECTION	E	SECTION:	26
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	204	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	101		Truss - thru		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	19	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	19.6	MAIN SPAN DETAILS:	Pratt pony truss with parallel chords. Longest span has 4 floor beams. X-lacing on main members. Stamped "Illinois S USA" on main members. Shorter spans have 2 floor beams with cross bracing. V-lacing on main members. Metal deck with concrete overlay and curb.		

TRUSS CONNECTION:	Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING:	Metal		None.
SUBSTRUCTURE:	Concrete		
ENGINEER / DESIGNER:			

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

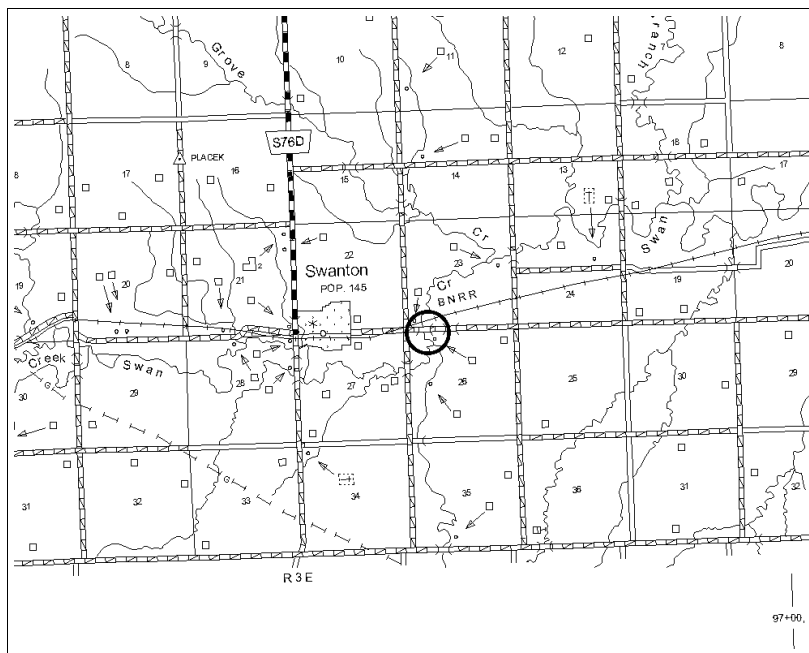
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Multi-span truss bridge with unusual span length indicating additional engineering effort for the site.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

This structure includes three rigid-connected (riveted) Pratt pony-truss spans. Most rigid-connected Pratt pony truss bridges are single spans or have girder (non-truss) approaches. In addition, this example has an exceptionally long main-span of 101 feet for a parallel-chord pony truss. It retains its integrity of materials, design, and workmanship.

SOURCES:

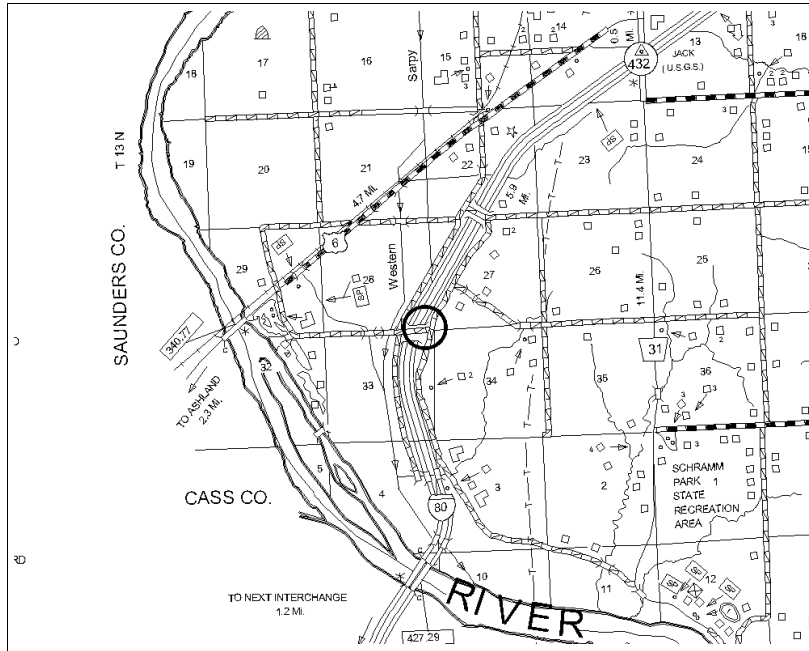
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 42966		NeHBS NUMBER:		YEAR BUILT: 1961	
LOCATION: 3S GRETNA INTRCHG		FEATURE CARRIED: RUFF ROAD		YEAR RECONSTRUCTED: 0	
DISTRICT: 2 COUNTY: Sarpy		FEATURE CROSSED: I-80			
UTM ZONE: 14 NORTHING: 4,548,947.78		EASTING: 727,440.04		TOWNSHIP: 13 RANGE: 10 DIRECTION E SECTION: 28	
STATUS: Nonextant		OWNER: State Highway Agency			
STRUCTURE LENGTH (FT): 281		BRIDGE TYPE: Steel continuous		APPROACH SPAN TYPE: Steel continuous	
LENGTH OF MAXIMUM SPAN (FT): 77		Stringer/multibeam or girder		Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.2		NUMBER OF MAIN SPANS: 2		NUMBER OF APPROACH SPANS: 2	
DECK WIDTH (OUT-TO-OUT) (FT): 31		MAIN SPAN DETAILS: Deck steel girder, continuous with 22' 20" skew.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:				None.	
SUBSTRUCTURE:					
ENGINEER / DESIGNER:					
NDOR: A.H. Dederman, State Bridge Engineer					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
SURROUNDING LAND USE:					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
REASON FOR NATIONAL REGISTER DETERMINATION:					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Railing 1749-A on plans. No welding shown in plans except field weld in piling.
Bridge demolished.

SOURCES:

Bridge plans dated 1959 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007801120	NeHBS NUMBER: SD00-333	YEAR BUILT: 1955
LOCATION: 5.2N 1E OF VALPARAISO	FEATURE CARRIED: COUNTY ROAD 27	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: WAHOO CREEK	

UTM ZONE: 14	NORTHING: 4,558,823.58	EASTING: 683,462.65	TOWNSHIP: 14	RANGE: 05	DIRECTION: E	SECTION: 26
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 17.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 18.2	MAIN SPAN DETAILS: Steel I-beam. 8 rolled I-beams with pipe separators. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

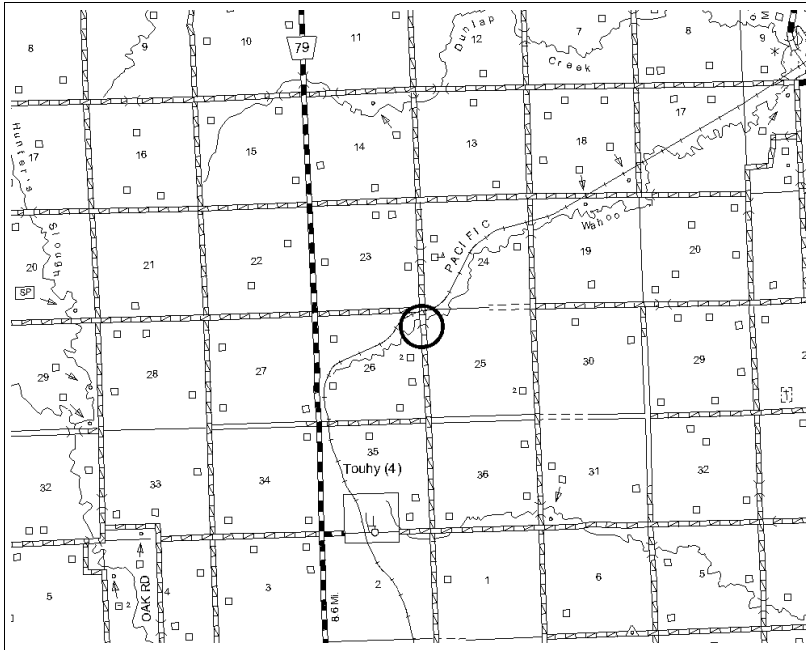
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments with metal wing wall on south, timber on north. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007801125	NeHBS NUMBER: SD00-334	YEAR BUILT: 1955
LOCATION: 1.5S 3.5W OF WESTON	FEATURE CARRIED: COUNTY ROAD 27	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: DUNLAP CREEK	

UTM ZONE: 14	NORTHING: 4,559,933.82	EASTING: 683,434.74	TOWNSHIP: 14	RANGE: 05	DIRECTION E	SECTION: 23
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 62	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.4	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.4	MAIN SPAN DETAILS: Pratt pony truss. Concrete overlay on deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

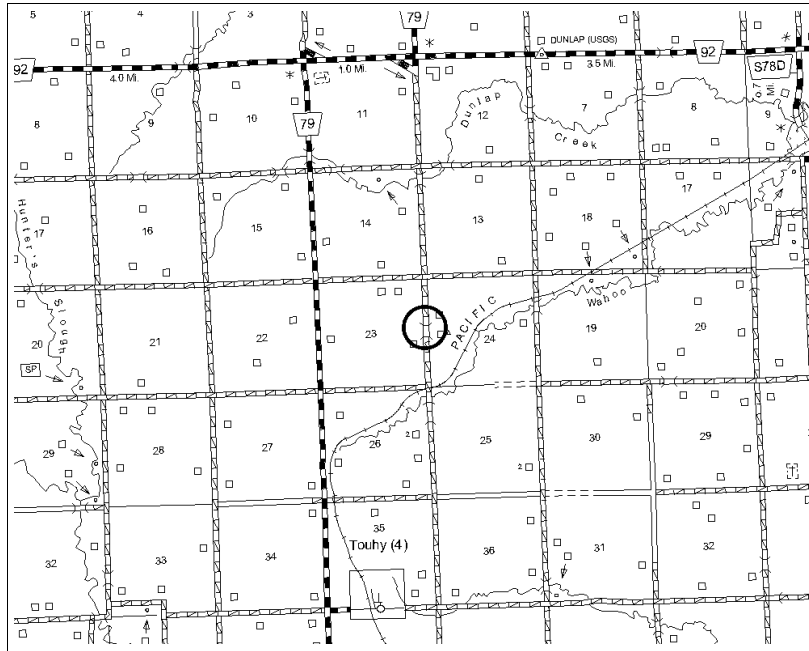
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007801415	NeHBS NUMBER: SD00-335	YEAR BUILT: 1965
LOCATION: 3N 5.5E OF PRAGUE	FEATURE CARRIED: COUNTY ROAD U	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: SAND CREEK	

UTM ZONE: 14	NORTHING: 4,580,152.66	EASTING: 691,995.01	TOWNSHIP: 16	RANGE: 06	DIRECTION E	SECTION: 23
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 91	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 90	Girder and floorbeam system	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.1	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 22.8	MAIN SPAN DETAILS: Through steel-plate girder. Two riveted plate-girders with longitudinal stiffeners. Floor-beam system just below longitudinal stiffeners. Corrugated metal deck with concrete overlay. Concrete curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal plate		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

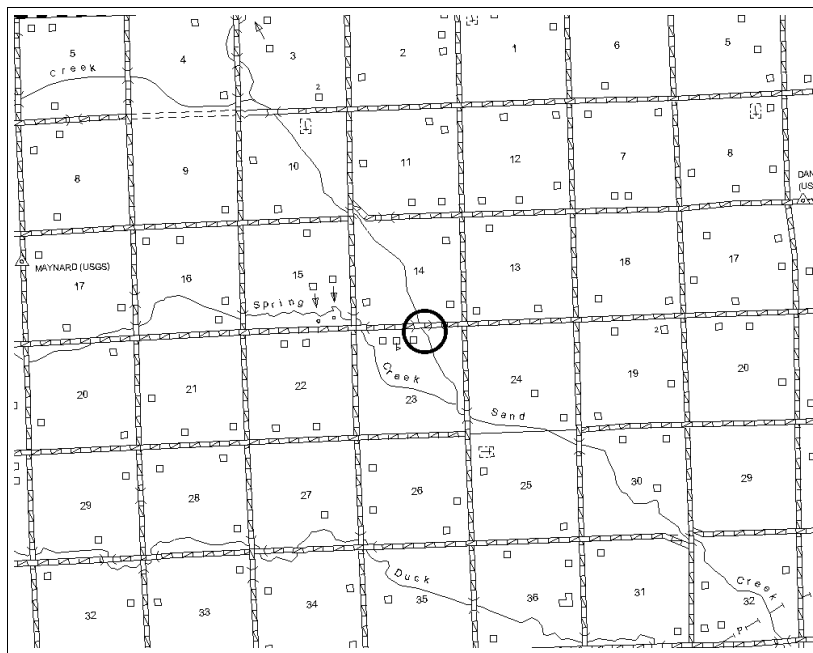
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Rare survivor of indigenous Nebraska bridge type (riveted steel through-girder).

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

MOG-2-65 in concrete. Concrete abutments and wing walls. Bridge is similar to C007601330 and may date to c.1927. Bridge C007801415 is a rare surviving example of an "important indigenous Nebraska structural type," according to the 1996 Nebraska Historic Bridge Inventory Update and is recommended eligible for the National Register under Criterion C. Similar steel through-girders (not viaducts) identified in the 1996 study were dated from 1923 to 1931 and the sole surviving example from that study is dated 1923. According to BISON, Bridge C007801415 has a year-built of c1927. The construction date is uncertain and it is possible that it was relocated to the current sites in 1965. The bridge is constructed of steel plates with both vertical and horizontal riveted seams. The deck is located just below the horizontal seam, which is at the mid-point of each of the girders.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007801830	NeHBS NUMBER: SD00-336	YEAR BUILT: 1910
LOCATION: .5N 3.5E OF PRAGUE	FEATURE CARRIED: COUNTY ROAD S	YEAR RECONSTRUCTED: 1960
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: DUCK CREEK	

UTM ZONE: 14	NORTHING: 4,576,940.90	EASTING: 689,567.28	TOWNSHIP: 16	RANGE: 06	DIRECTION: E	SECTION: 34
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 70	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.5	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 15.5	MAIN SPAN DETAILS: Pratt pony half-hip truss. Multiple I-beams. X-lacing on vertical members. Timber deck with gravel and dirt overlay.	APPROACH SPAN DETAILS:

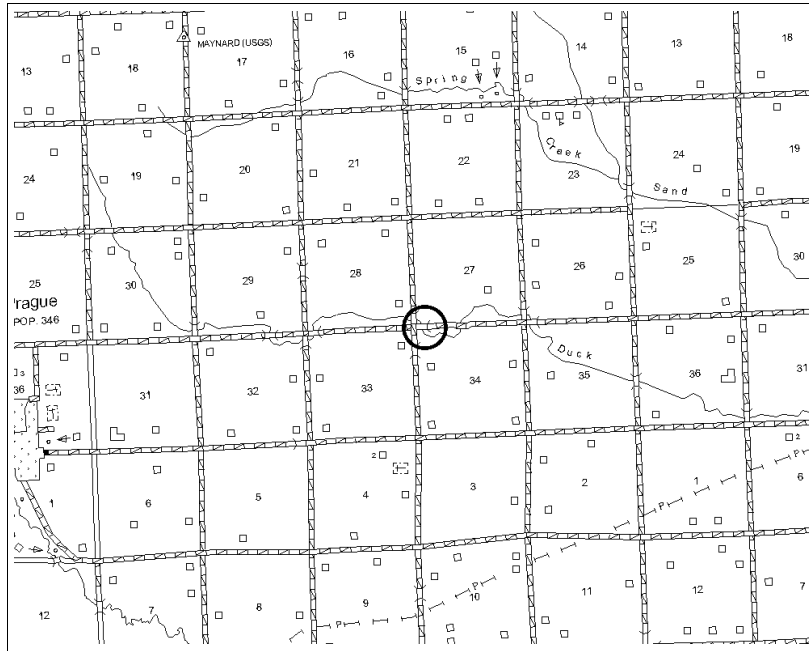
TRUSS CONNECTION: Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Canton Bridge Company, Canton, Ohio on top
SUBSTRUCTURE: Timber		chord
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007802365	NeHBS NUMBER: SD00-337	YEAR BUILT: 1950
LOCATION: 4.7N 1E OF MALMO	FEATURE CARRIED: COUNTY ROAD 21	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: SAND CREEK	

UTM ZONE: 14	NORTHING: 4,578,872.09	EASTING: 692,587.19	TOWNSHIP: 16	RANGE: 06	DIRECTION E	SECTION: 23
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 136	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 99	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 16.1	MAIN SPAN DETAILS: Camelback overhead truss. 8 I-beams. V-lacing on main members with rivets. Timber deck with gravel and dirt overlay.	APPROACH SPAN DETAILS: 8 I-beams and timber deck.

TRUSS CONNECTION: Pinned
RAILING: Metal tube/pipe
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

2 - Eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Eligible

NATIONAL REGISTER DETERMINATION DATE:

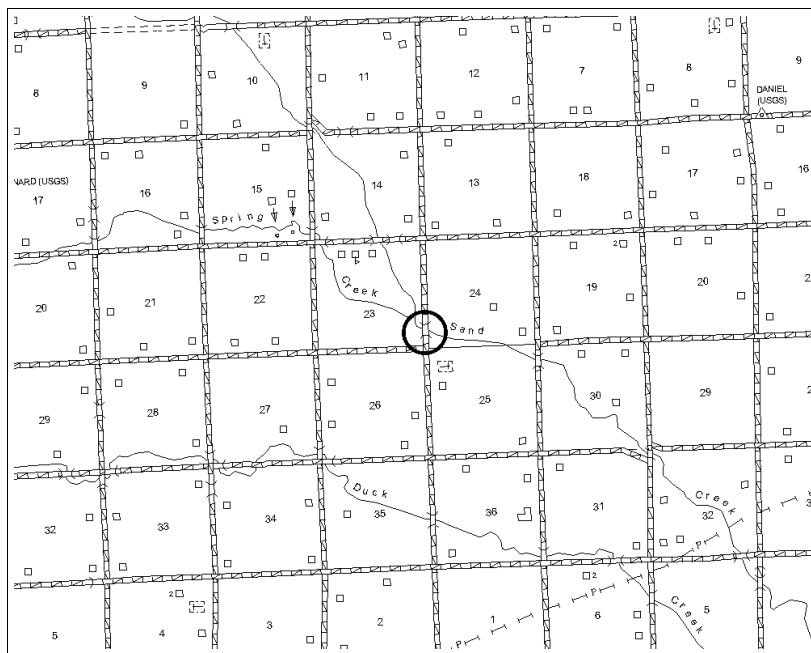
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Significant representative example of an early truss type that was uncommon in Nebraska.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments. Although this Camelback truss bridge has a 1950 construction date in BISON, field survey and analysis indicate a much earlier construction date, probably before 1920, judging from the light weight of the individual members and the use of pin connections. It is possible that the 1950 date represents the year that this bridge was relocated to its present site, although relocation was not determined by field survey. The bridge is a significant representative of this unusual and early truss type in Nebraska. It embodies the characteristics of the type and it retains integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007802530	NeHBS NUMBER: SD00-338	YEAR BUILT: 1950
LOCATION: 1.6S 2E OF MALMO	FEATURE CARRIED: COUNTY ROAD 20	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: COTTONWOOD CREEK	

UTM ZONE: 14	NORTHING: 4,567,999.09	EASTING: 694,552.84	TOWNSHIP: 15	RANGE: 07	DIRECTION: E	SECTION: 30
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 90	BRIDGE TYPE: Wood or timber	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 32	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 18	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 18	MAIN SPAN DETAILS: Main members are timber. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

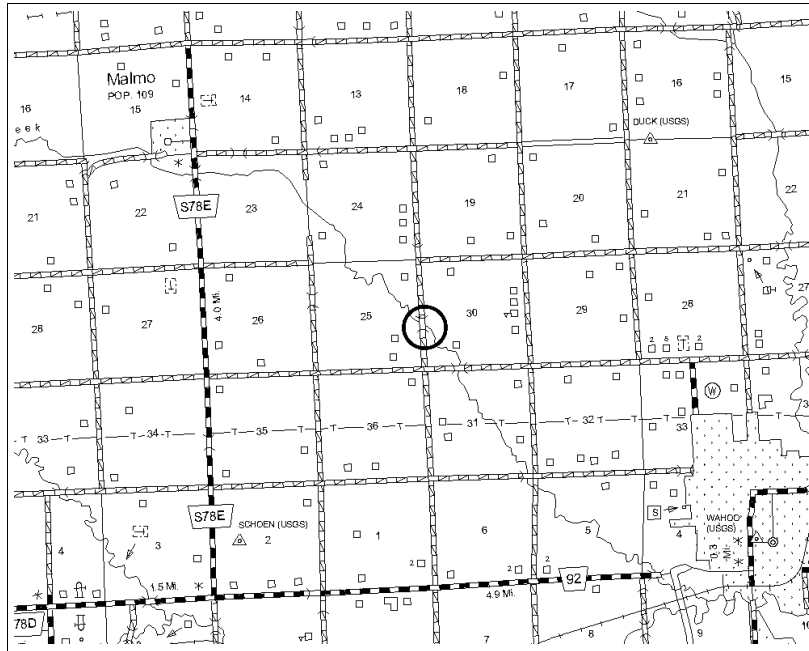
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

3 steel pier caps. West rail has wood vertical posts, east rail has metal vertical posts.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007802905	NeHBS NUMBER:	SD00-339	YEAR BUILT:	1940
LOCATION:	2.5N OF CERESCO	FEATURE CARRIED:	COUNTY ROAD 17	YEAR RECONSTRUCTED:	1955
DISTRICT:	1	COUNTY:	Saunders	FEATURE CROSSED:	NORTH FORK ROCK CREEK

UTM ZONE:	14	NORTHING:	4,552,172.05	EASTING:	698,197.07	TOWNSHIP:	13	RANGE:	07	DIRECTION	E	SECTION:	17
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	30	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	29		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	24.2	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	25.1	MAIN SPAN DETAILS:	Steel I-beam. 12 rolled I-beams with pipe separators. Fascia I-beams are trussed with flat eyebars and compression struts. Concrete deck with curbs. Deck extends beyond outermost I-beam.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Widened		1955	
SURROUNDING LAND USE:					
Agricultural					

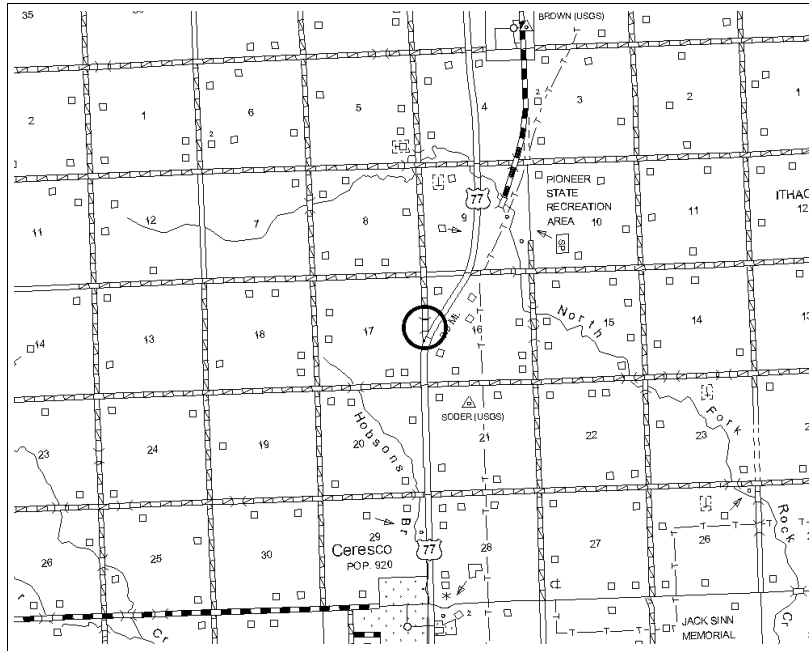
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Trussed beams and seams in abutments suggest that the bridge has been widened.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007802910	NeHBS NUMBER: SD00-340	YEAR BUILT: 1940
LOCATION: 4N OF CERESCO	FEATURE CARRIED: COUNTY ROAD 18	YEAR RECONSTRUCTED: 1955
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: NORTH FORK ROCK CREEK	

UTM ZONE: 14	NORTHING: 4,554,762.58	EASTING: 698,126.87	TOWNSHIP: 13	RANGE: 07	DIRECTION: E	SECTION: 05
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 31	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 30	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.1	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 25.2	MAIN SPAN DETAILS: Steel I-beams. 12 rolled I-beams with pipe separators. Fascia beams are deeper than others. They are formed from two beam sections welded in the middle to form single member. These beams have been trussed with flat eyebars and compression struts. Concrete deck with curbs and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Widened	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

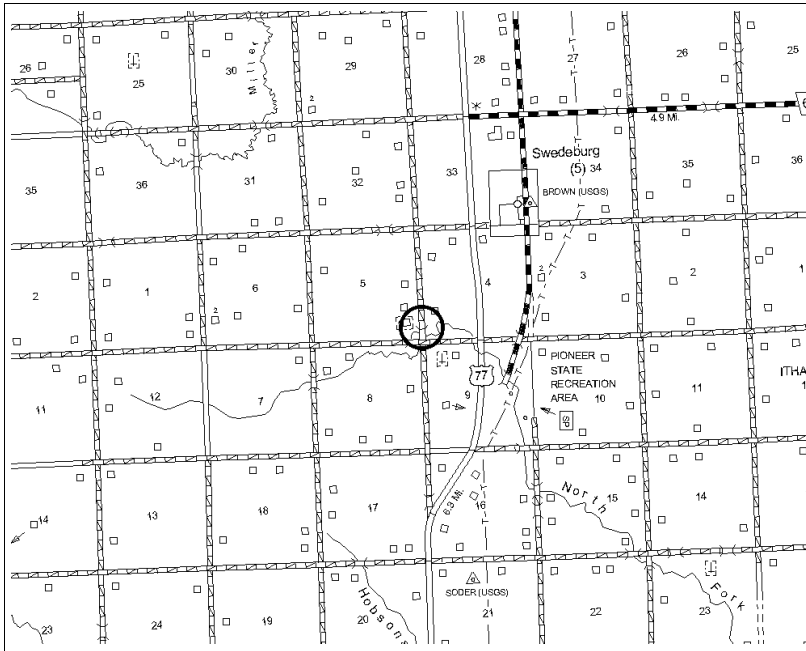
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete wing walls and abutments. Trussed fascia beams and seams in abutments suggest that bridge has been widened.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007803610	NeHBS NUMBER: SD00-341	YEAR BUILT: 1910
LOCATION: 8S 3.7W OF PRAGUE	FEATURE CARRIED: COUNTY ROAD J	YEAR RECONSTRUCTED: 1950
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: HUNTERS SLOUGH	

UTM ZONE: 14	NORTHING: 4,562,190.71	EASTING: 677,363.88	TOWNSHIP: 14	RANGE: 05	DIRECTION: E	SECTION: 17
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 51	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.4	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 15.4	MAIN SPAN DETAILS: Pratt pony half-hip truss. 8 I-beams. "Cambria" stamped on main members. V-lacing on main members. Corrugated metal deck with asphalt, gravel, and dirt overlay.	APPROACH SPAN DETAILS:

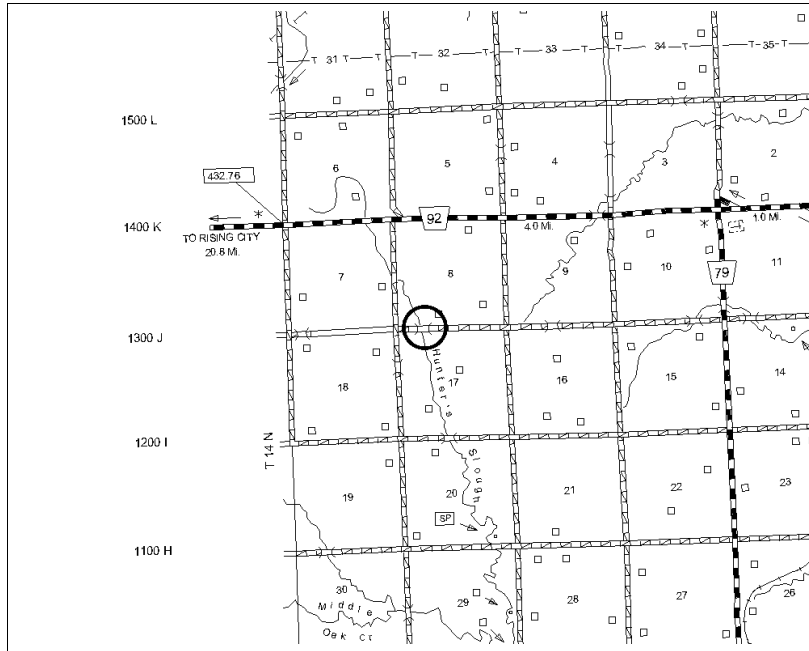
TRUSS CONNECTION: Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007804205	NeHBS NUMBER: SD00-342	YEAR BUILT: 1910
LOCATION: 2.6W 1N OF TOUHY	FEATURE CARRIED: COUNTY ROAD G	YEAR RECONSTRUCTED: 1950
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: NORTH OAK CREEK	

UTM ZONE: 14	NORTHING: 4,557,400.08	EASTING: 678,320.05	TOWNSHIP: 14	RANGE: 05	DIRECTION: E	SECTION: 29
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 132	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 130	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Pratt overhead truss. 9 I-beams. V-lacing. Unknown deck material with concrete overlay.	APPROACH SPAN DETAILS:

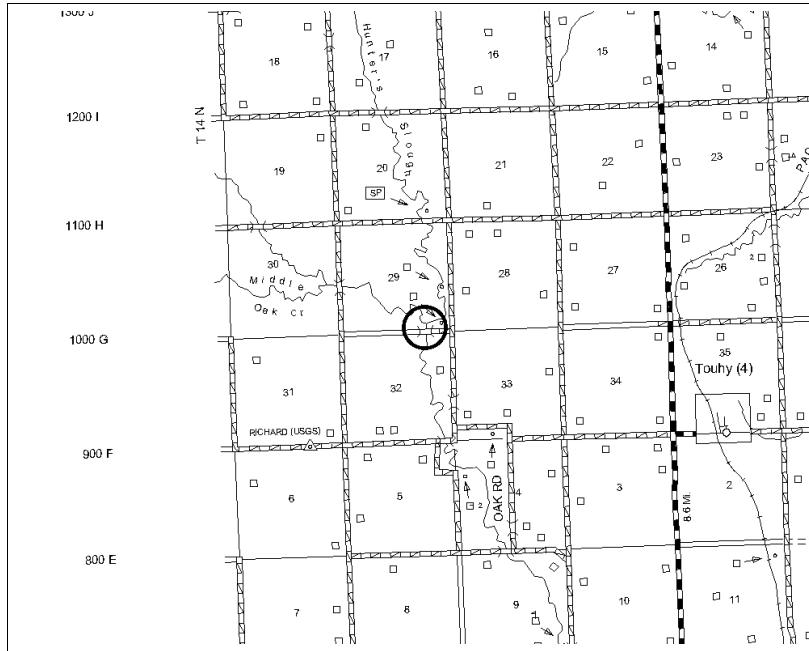
TRUSS CONNECTION: Pinned	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007804445	NeHBS NUMBER: SD00-343	YEAR BUILT: 1955
LOCATION: 1.5S .7W OF ITHACA	FEATURE CARRIED: COUNTY ROAD F	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,556,447.66	EASTING: 705,501.59	TOWNSHIP: 14	RANGE: 08	DIRECTION: E	SECTION: 32
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STATUS: Extant - in service	OWNER: County Highway Agency	
STRUCTURE LENGTH (FT): 77	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Wood or timber
LENGTH OF MAXIMUM SPAN (FT): 39	Stringer/multibeam or girder	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 18.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 18.3	MAIN SPAN DETAILS: Steel I-beam. 8 rolled I-beams with welded bar separator. Timber deck. Timbers sistered to beams provide nailing surface for deck planks.	APPROACH SPAN DETAILS: 10 I-beams, 4 timber beams

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Replaced members	2006
SURROUNDING LAND USE:	Change in railing/parapet	2006
Agricultural		

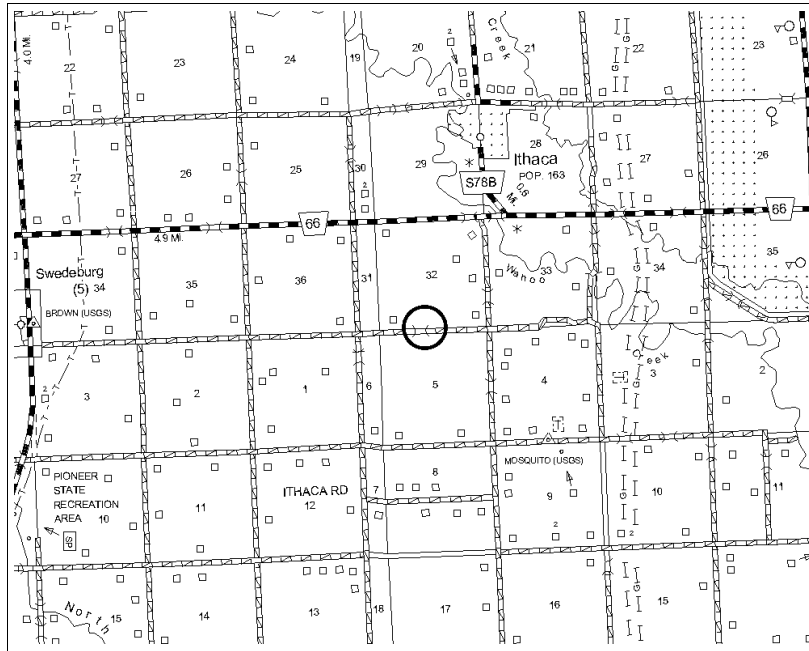
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel abutments and wing walls. Open timber piers. New metal beam rail with new welded posts.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007805335	NeHBS NUMBER: SD00-344	YEAR BUILT: 1950
LOCATION: .2W 1.6N OF YUTAN	FEATURE CARRIED: COUNTY ROAD 6	YEAR RECONSTRUCTED: 1965
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: UPPER CLEAR CREEK	

UTM ZONE: 14	NORTHING: 4,572,159.20	EASTING: 717,215.06	TOWNSHIP: 15	RANGE: 09	DIRECTION: E	SECTION: 15
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 84	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.2	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 20.2	MAIN SPAN DETAILS: Pratt pony truss. 9 I-beams. Riveted and bolted connections. V-lacing on main members. "Bethlehem" stamped on main members. Concrete deck.	APPROACH SPAN DETAILS: Steel I-beams.

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

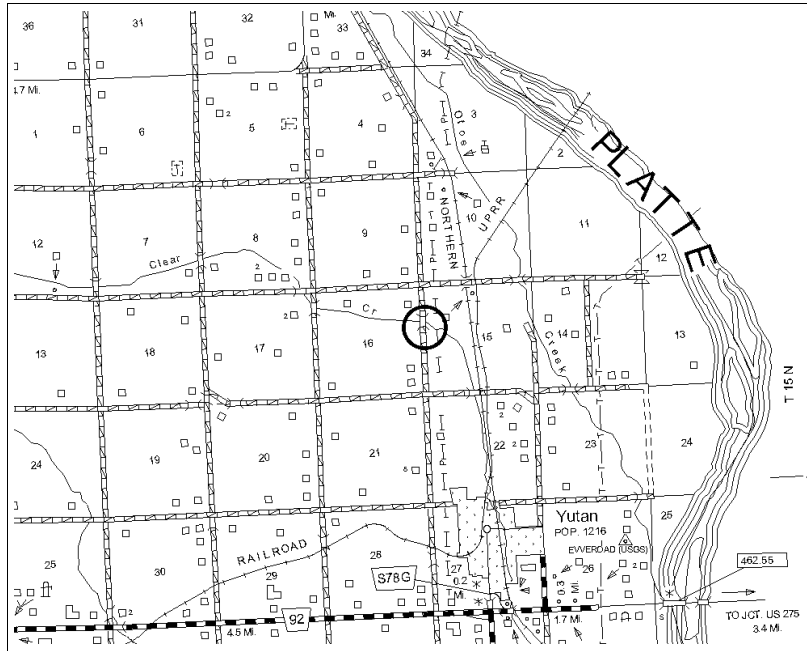
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments and wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007811015	NeHBS NUMBER: SD00-345	YEAR BUILT: 1955
LOCATION: 4.5N 1.5W OF PRAGUE	FEATURE CARRIED: COUNTY ROAD W	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: SAND CREEK	

UTM ZONE: 14	NORTHING: 4,583,193.22	EASTING: 680,617.45	TOWNSHIP: 16	RANGE: 05	DIRECTION: E	SECTION: 10
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 71	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Warren pony truss. Multiple I-beams. Combination riveted and bolted connections. V-lacing. "Illinois S" on main members. Corrugated metal deck with concrete overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Replaced abutment	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

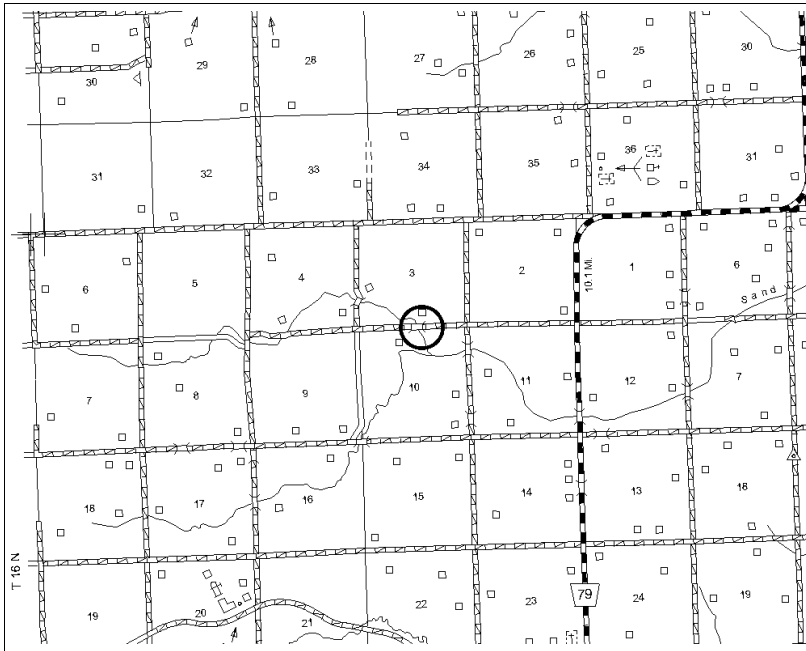
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Abutments have been altered. New timber east abutment and wing wall.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007812450	NeHBS NUMBER: SD00-346	YEAR BUILT: 1959
LOCATION: 1.2S 2.5E OF COLON	FEATURE CARRIED: COUNTY ROAD P	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: SILVER CREEK	

UTM ZONE: 14	NORTHING: 4,572,546.58	EASTING: 705,048.12	TOWNSHIP: 15	RANGE: 08	DIRECTION: E	SECTION: 08
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 101	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 100	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.3	MAIN SPAN DETAILS: Pratt pony truss. I-beams. V-lacing on main members. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

Central Bridge and Construction Co., Wahoo, Neb.

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

Saunders County, 1926, Board of Commissioners, Joseph Moline-E.P. Malloy, George Harmon, A.S. Dolezal, County Clerk, Frank E. Tracy, County Eng., Built by Central Bridge & Const. Co., Wahoo, Nebr.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

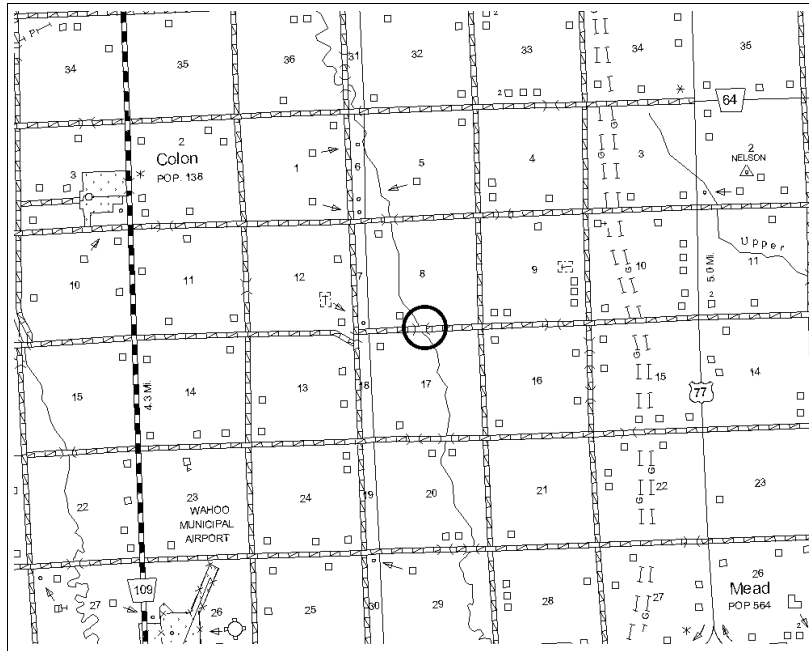
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments and wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007814450	NeHBS NUMBER: SD00-347	YEAR BUILT: 1950
LOCATION: 1.3S 2.2E OF ITHACA	FEATURE CARRIED: COUNTY ROAD K	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: SILVER CREEK	

UTM ZONE: 14	NORTHING: 4,556,764.06	EASTING: 710,113.10	TOWNSHIP: 14	RANGE: 08	DIRECTION: E	SECTION: 35
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 78	BRIDGE TYPE: Wood or timber	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 19	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 25.1	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 26	MAIN SPAN DETAILS: Timber cross bracing and floor beams. Timber deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Timber		
ENGINEER / DESIGNER:		

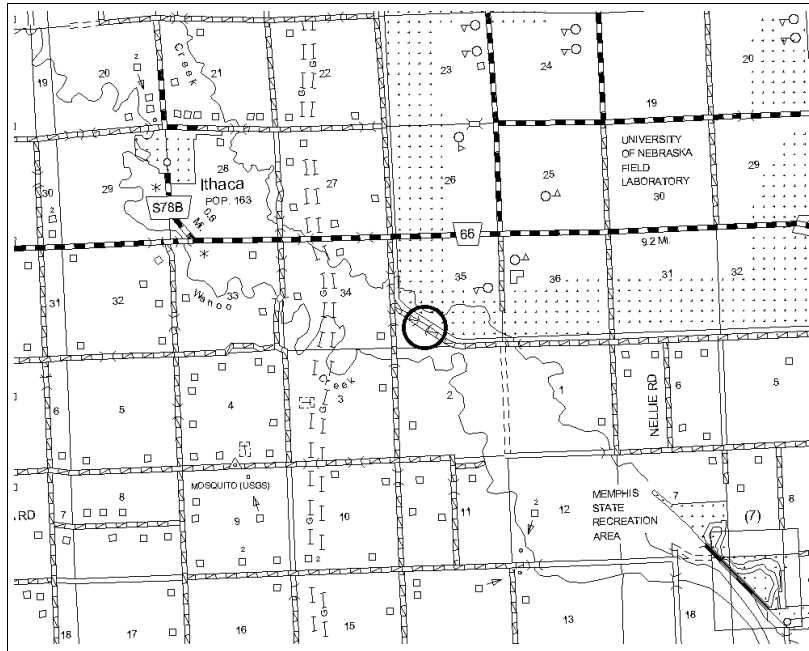
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber piers, 4 piles with timber cap. Timber encased earthen abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007815105P	NeHBS NUMBER: SD00-348	YEAR BUILT: 1955
LOCATION: 1.9S 1.7E OF LESHARA	FEATURE CARRIED: COUNTY ROAD 6	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,575,485.93	EASTING: 716,976.02	TOWNSHIP: 15	RANGE: 09	DIRECTION: E	SECTION: 04
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 18	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 18	MAIN SPAN DETAILS: Steel I-beam. 8 rolled I-beams. Bolted connections. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

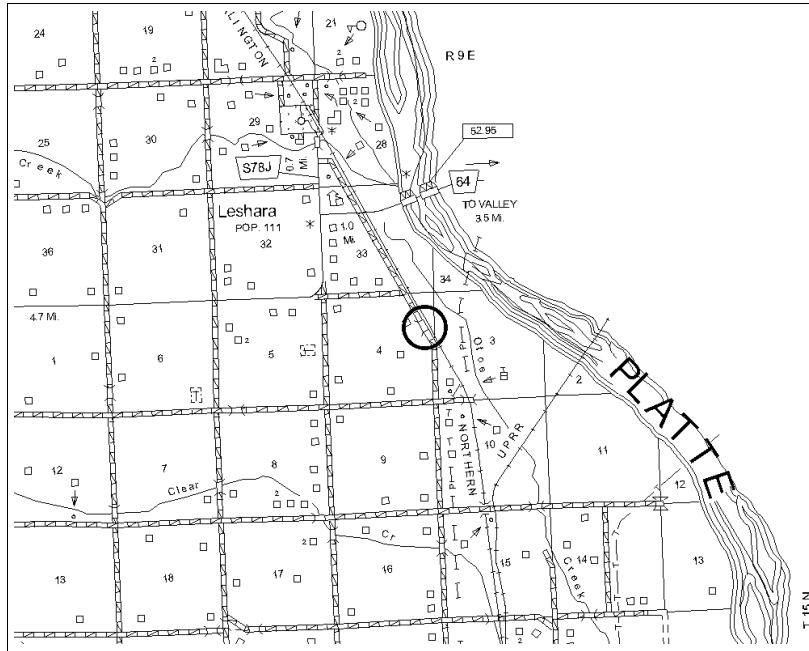
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007820740	NeHBS NUMBER: SD00-349	YEAR BUILT: 1955
LOCATION: 2W OF PRAGUE	FEATURE CARRIED: COUNTY ROAD 29	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: COTTONWOOD CREEK	

UTM ZONE: 14	NORTHING: 4,574,841.99	EASTING: 679,848.15	TOWNSHIP: 15	RANGE: 05	DIRECTION E	SECTION: 03
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 61	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.5	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.5	MAIN SPAN DETAILS: Pratt pony truss. Predominantly riveted connections with some bolted connections. "Illinois S USA" stamped on main members. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Change in railing/parapet	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

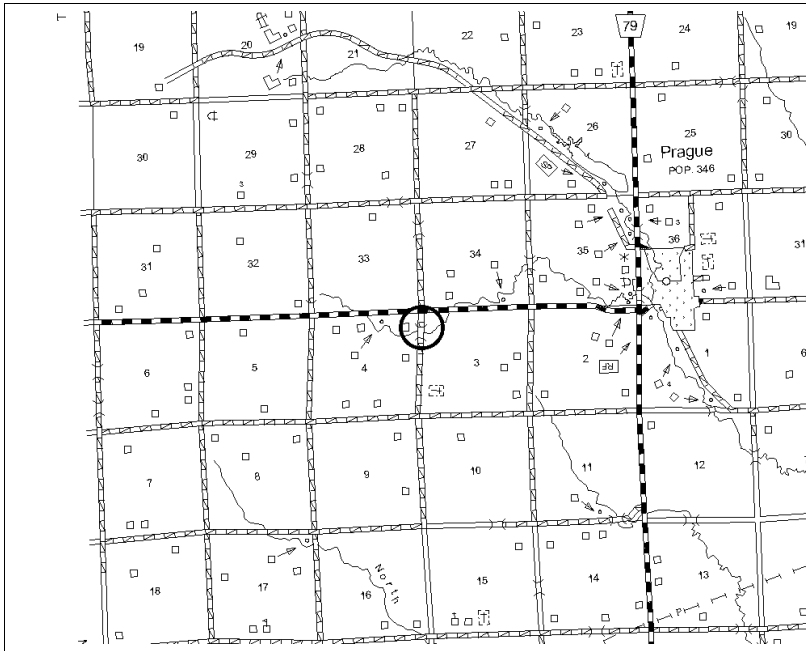
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing walls. Modern metal beam railing added, portions replaced.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007822840	NeHBS NUMBER: SD19-016	YEAR BUILT: 1926
LOCATION: .1NE OF YUTAN	FEATURE CARRIED: COUNTY ROAD 5	YEAR RECONSTRUCTED: 1960
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: UPPER CLEAR CREEK	

UTM ZONE: 14	NORTHING: 4,569,593.51	EASTING: 718,130.41	TOWNSHIP: 15	RANGE: 09	DIRECTION: E	SECTION: 27
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 61	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.5	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20.5	MAIN SPAN DETAILS: Warren pony truss. 8 I-beams. V-lacing. "Illinois S" stamped on main members.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

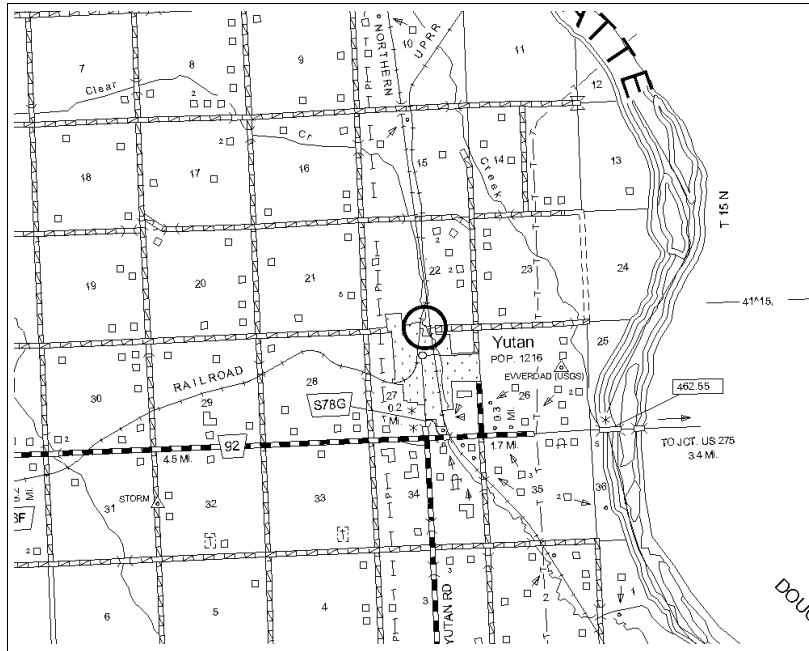
TYPE OF DEVELOPMENT: Town (small communities)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Industrial		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example with no special engineering or aesthetic features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments and wing walls. According to the county highway superintendent, the construction date appears to correspond to a bridge that was replaced by the current bridge and the reconstruction date is the construction date of the current bridge.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007824945	NeHBS NUMBER: SD00-350	YEAR BUILT: 1935
LOCATION: .1S 1W OF LESHARA	FEATURE CARRIED: COUNTY ROAD 8	YEAR RECONSTRUCTED: 1950
DISTRICT: 1 COUNTY: Saunders	FEATURE CROSSED: OTOE CREEK	

UTM ZONE: 14	NORTHING: 4,578,355.58	EASTING: 713,818.75	TOWNSHIP: 16	RANGE: 09	DIRECTION: E	SECTION: 30
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 108	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Wood or timber
LENGTH OF MAXIMUM SPAN (FT): 60	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 16.3	MAIN SPAN DETAILS: Pratt pony truss. Timber stringers. Steel floor beams. West top chord original with V-lacing riveted to members. "Cambria" stamped on main members. Timber deck.	APPROACH SPAN DETAILS: Timber railing.

TRUSS CONNECTION: Pin/rigid
RAILING: Metal
SUBSTRUCTURE: Timber
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Replaced top chord

DATE OF ALTERATION (IF KNOWN):

1973

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

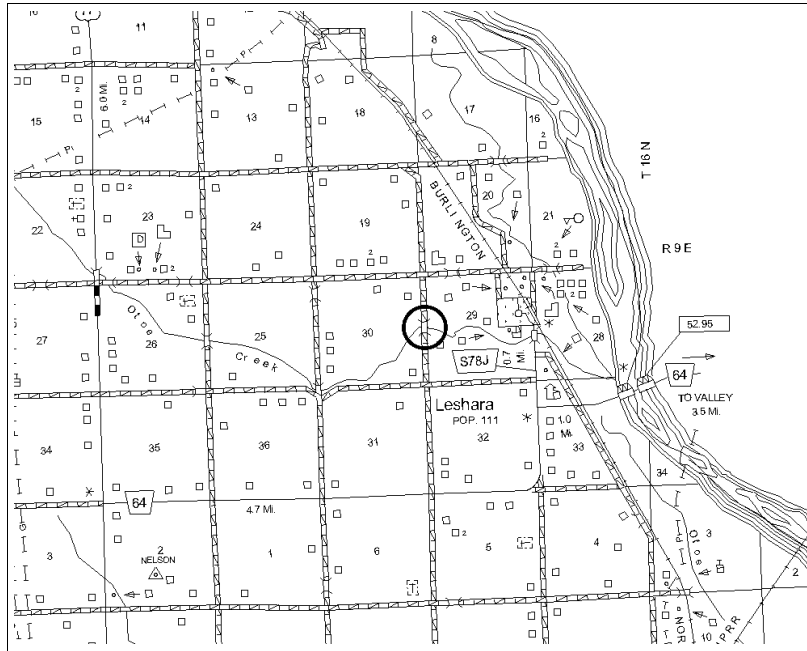
NATIONAL REGISTER DETERMINATION DATE:

1991/1996

REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Metal railings on main truss span. Timber & steel open piles. Timber wing walls and abutments. East top chord replaced on Dec. 13, 1973 (noted on member) using pin connection welded V-lacing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S077 09791	NeHBS NUMBER:	SD00-351	YEAR BUILT:	1955
LOCATION:	5NE WAHOO	FEATURE CARRIED:	US HIGHWAY 77/HIGHWAY N92	YEAR RECONSTRUCTED:	
DISTRICT:	1	COUNTY:	Saunders	FEATURE CROSSED:	SILVER CREEK

UTM ZONE:	14	NORTHING:	4,567,751.18	EASTING:	705,742.56	TOWNSHIP:	15	RANGE:	08	DIRECTION	E	SECTION:	29
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	52	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	50		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	30.4	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	34.2	MAIN SPAN DETAILS:	Steel I-beam. 7rolled I-beams with bent plate diaphragms. Concrete deck with curbs and asphalt overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:	NDOR				

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)		Replaced guardrail		1983
SURROUNDING LAND USE:			Widened		1955
	Agricultural				

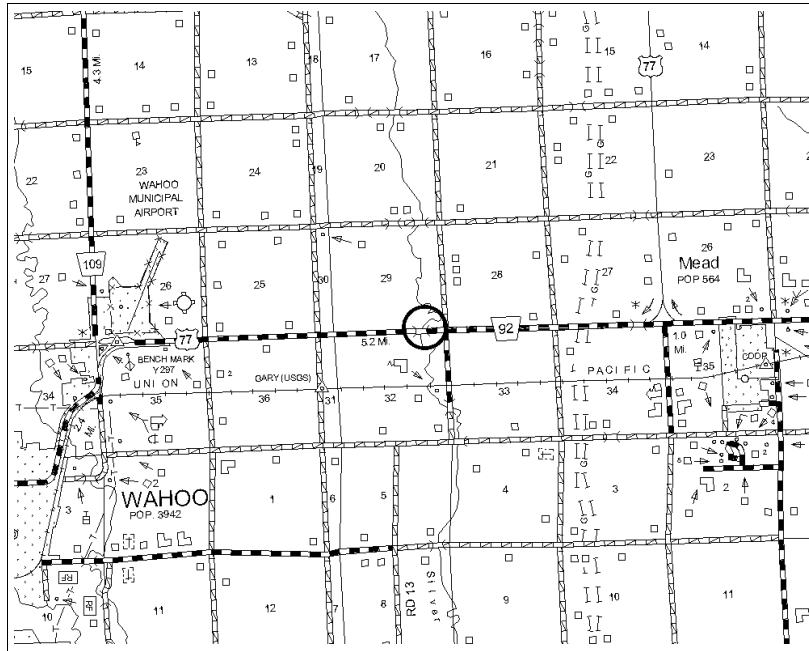
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments with timber wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007906710P	NeHBS NUMBER:	SF00-337	YEAR BUILT:	1961
LOCATION:	JCT N92/L-79E 1.7S 5.2E	FEATURE CARRIED:	COUNTY ROAD 34	YEAR RECONSTRUCTED:	0
DISTRICT:	5	COUNTY:	Scotts Bluff	FEATURE CROSSED:	NORTH PLATTE RIVER

UTM ZONE:	14	NORTHING:	4,632,750.68	EASTING:	132,818.95	TOWNSHIP:	21	RANGE:	53	DIRECTION	W	SECTION:	25
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	305	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	60		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	24	NUMBER OF MAIN SPANS:	5	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	28	MAIN SPAN DETAILS:	Steel I beam. 4 rolled I-beams with bent plate diaphragm. Concrete deck and curb.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C007922815R	NeHBS NUMBER:	SF00-339	YEAR BUILT:	1950
LOCATION:	JCT HIGHWAY N71/HIGHWAY N92 2N	FEATURE CARRIED:	BROADWAY STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	5	COUNTY:	Scotts Bluff	FEATURE CROSSED:	NORTH PLATTE RIVER

UTM ZONE:	14	NORTHING:	4,643,823.90	EASTING:	112,989.20	TOWNSHIP:	22	RANGE:	55	DIRECTION	W	SECTION:	26
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	432	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	54		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	28	NUMBER OF MAIN SPANS:	8	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	37	MAIN SPAN DETAILS:	Steel I-beam. Cantilevered, with 6 rolled I-beams with bent-plate diaphragms. Concrete deck and curbs.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe		Ornamental rail/parapet		Capacity 20 tons, U-103(5)-1, 1950.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

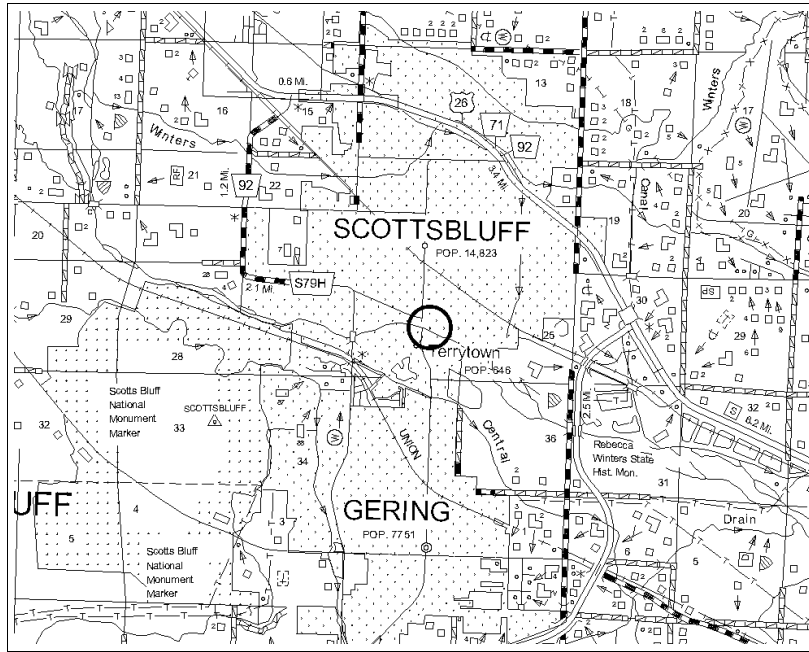
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	City (areas of urban development)				
SURROUNDING LAND USE:					
	Commercial				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion A: Example of common post-World War II bridge type adapted for urban setting.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Solid concrete piers. Matching metal railings are two different heights. Shorter railing on 16" curb on left side (west) of bridge. Taller railing on 4" curb on east side (next to sidewalk). Pedestrian walkway along side of bridge. Built in 1950, Bridge C007922815R accommodates a pedestrian walkway on one side and conforms to its community setting. The original ornamental steel railing remains in place. This highly intact structure represents an urban adaptation of a common post-World War II bridge type.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C007934910		NeHBS NUMBER: SF00-338		YEAR BUILT: 1965	
LOCATION: 2.2NE OF SCOTTSBLUFF		FEATURE CARRIED: COUNTY ROAD 25		YEAR RECONSTRUCTED: 0	
DISTRICT: 5 COUNTY: Scotts Bluff		FEATURE CROSSED: TRI-STATE CANAL			
UTM ZONE: 14 NORTHING: 4,648,159.96		EASTING: 118,635.12		TOWNSHIP: 22 RANGE: 54 DIRECTION W SECTION: 09	

STATUS: Extant - in service

STRUCTURE LENGTH (FT): 92

LENGTH OF MAXIMUM SPAN (FT): 34

BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30

DECK WIDTH (OUT-TO-OUT) (FT): 30

OWNER: County Highway Agency

BRIDGE TYPE: Concrete

Channel beam

NUMBER OF MAIN SPANS: 3

MAIN SPAN DETAILS: 10 concrete channel beams.

APPROACH SPAN TYPE:

NUMBER OF APPROACH SPANS: 0

APPROACH SPAN DETAILS:

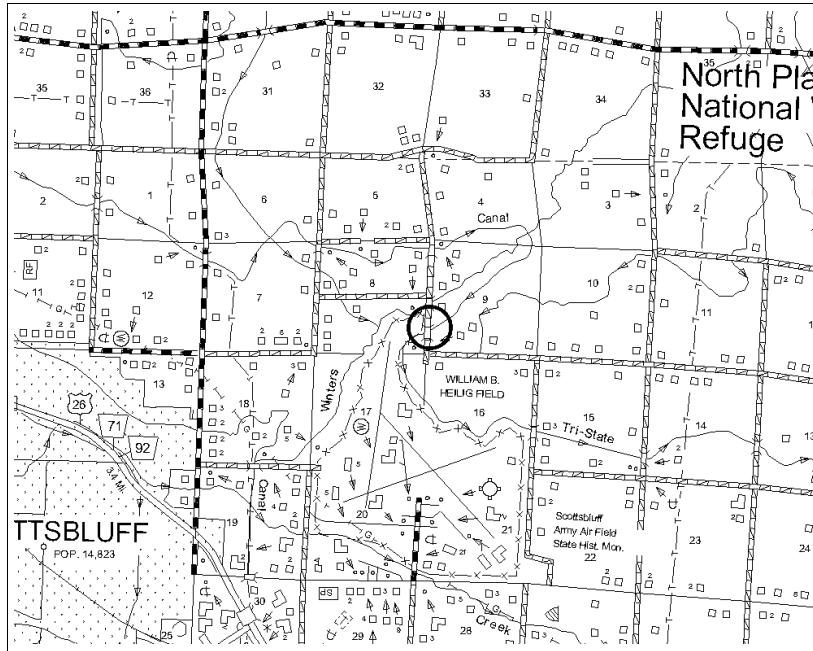
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				None.	
SUBSTRUCTURE: Concrete					
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT: Rural (unincorporated areas)

SURROUNDING LAND USE: Agricultural

NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. 2 piers of steel piles (6 piles per pier) and concrete caps.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008000505P	NeHBS NUMBER: SW00-274	YEAR BUILT: 1935
LOCATION: 1.5W OF BEAVER CROSSING	FEATURE CARRIED: VAN DORN ROAD	YEAR RECONSTRUCTED: 1949
DISTRICT: 1 COUNTY: Seward	FEATURE CROSSED: WEST FORK BIG BLUE RIVER	

UTM ZONE: 14	NORTHING: 4,516,618.20	EASTING: 641,744.62	TOWNSHIP: 10	RANGE: 01	DIRECTION: E	SECTION: 33
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 117	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Wood or timber
LENGTH OF MAXIMUM SPAN (FT): 69	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.6	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 15.8	MAIN SPAN DETAILS: Pratt pony truss. 20 timber stringers to support decking with 4 metal floor beams. Pin connections with minor members connected by rivets. V-lacing on vertical members. Simple straight lacing on top chord. "Cambria" stamped on main members. Timber deck.	APPROACH SPAN DETAILS: North approach is shorter than the south approach. North approach has timber railing. South approach has simple metal railing.

TRUSS CONNECTION: Pinned
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

ALTERATIONS:

Added main members

DATE OF ALTERATION (IF KNOWN):

SURROUNDING LAND USE:

Agricultural

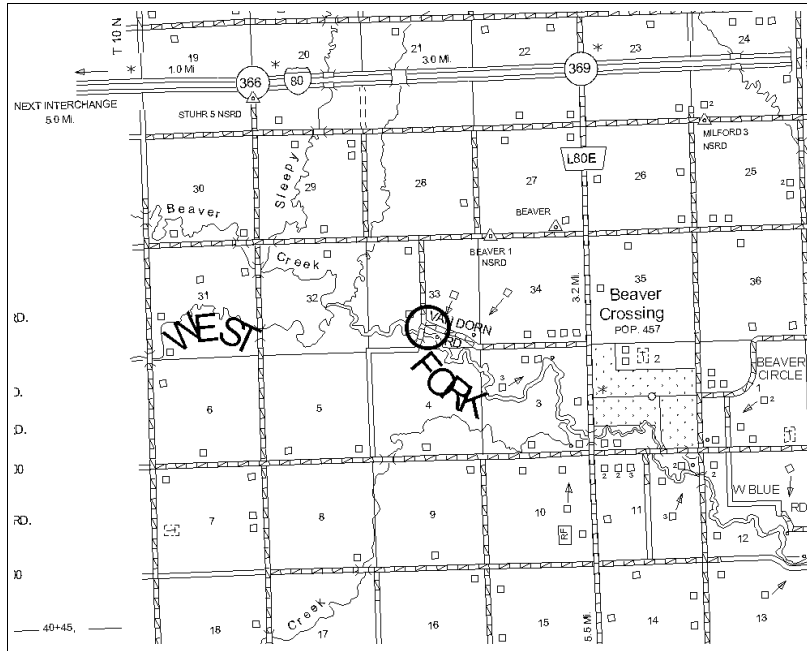
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
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5 - Not eligible for the NRHP	Not eligible	1991/1996
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REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber wing walls. Simple metal railing on truss.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008001510	NeHBS NUMBER: SW00-275	YEAR BUILT: 1935
LOCATION: 2E 1S OF BEAVER CROSSING	FEATURE CARRIED: COUNTY ROAD 364	YEAR RECONSTRUCTED: 1949
DISTRICT: 1 COUNTY: Seward	FEATURE CROSSED: WEST FORK BIG BLUE RIVER	

UTM ZONE: 14	NORTHING: 4,512,873.65	EASTING: 648,994.74	TOWNSHIP: 09	RANGE: 02	DIRECTION E	SECTION: 18
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 144	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Wood or timber
LENGTH OF MAXIMUM SPAN (FT): 79	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 3
DECK WIDTH (OUT-TO-OUT) (FT): 16.1	MAIN SPAN DETAILS: Pratt pony truss. 16 timber stringers. Metal truss has rivets on members. Timber deck.	APPROACH SPAN DETAILS: 11 timber stringers and 2 steel I-beams.

TRUSS CONNECTION: Pinned
RAILING: Metal
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Reinforced vertical members

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

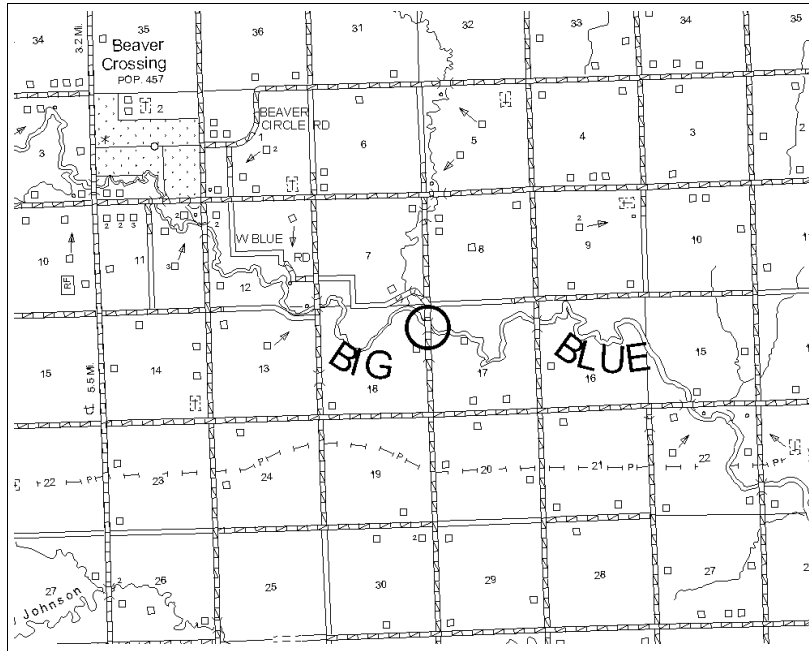
NATIONAL REGISTER DETERMINATION DATE:

1991/1996

REASON FOR NATIONAL REGISTER DETERMINATION:

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

Steel and timber substructure.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008001710	NeHBS NUMBER: SW00-276	YEAR BUILT: 1961
LOCATION: JCT I-80/L-80G 4.6S	FEATURE CARRIED: COUNTY ROAD 364	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Seward	FEATURE CROSSED: WEST FORK BIG BLUE RIVER	

UTM ZONE: 14	NORTHING: 4,512,907.80	EASTING: 650,683.15	TOWNSHIP: 09	RANGE: 02	DIRECTION E	SECTION: 16
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 163	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 80	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 2
DECK WIDTH (OUT-TO-OUT) (FT): 18.1	MAIN SPAN DETAILS: Pratt pony truss. 10 I-beams and 3 floor beams. Main and approach span girders are offset. V-lacing on main members with rivets. Timber deck.	APPROACH SPAN DETAILS: 9 I-beams. Timber deck.

TRUSS CONNECTION: Pinned
RAILING: Metal beam
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

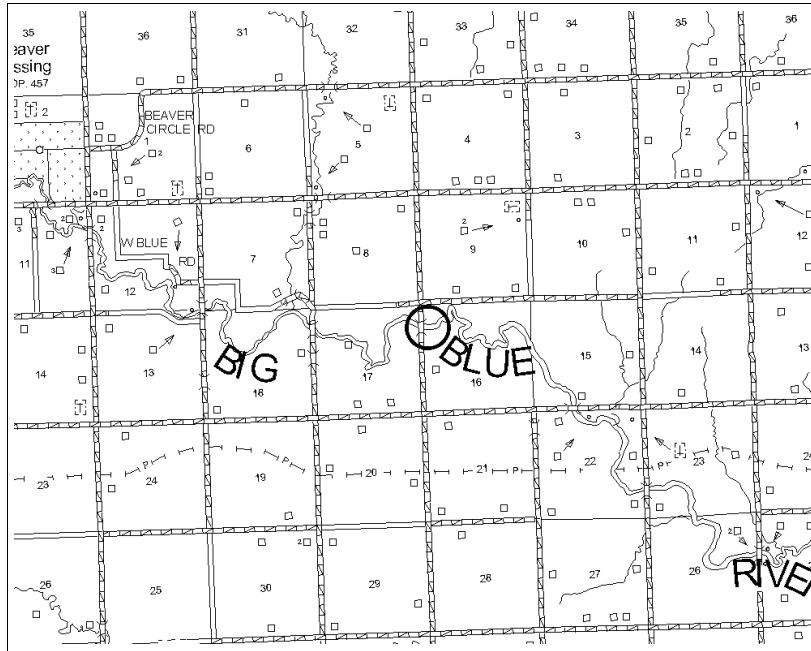
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

2 steel piles. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008021920	NeHBS NUMBER: SW00-277	YEAR BUILT: 1963
LOCATION: 1S 1W OF STAPLEHURST	FEATURE CARRIED: COUNTY ROAD 350	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Seward	FEATURE CROSSED: LINCOLN CREEK	

UTM ZONE: 14	NORTHING: 4,535,697.47	EASTING: 651,762.11	TOWNSHIP: 11	RANGE: 02	DIRECTION: E	SECTION: 04
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 72	BRIDGE TYPE: Steel	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 50	Truss - thru	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 1
DECK WIDTH (OUT-TO-OUT) (FT): 16.1	MAIN SPAN DETAILS: Pratt Pony truss. 9 I-beams and 2 floor beams with riveted bracing. Combination of riveted and pinned connections. "Jones and Laughlin" and "Inland" stamped on steel members. V-lacing on main members with rivets. Timber deck.	APPROACH SPAN DETAILS: 9 I-beams

TRUSS CONNECTION: Pinned
RAILING: Metal tube/pipe
SUBSTRUCTURE: Steel
ENGINEER / DESIGNER:

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Repaired vertical member

DATE OF ALTERATION (IF KNOWN):

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

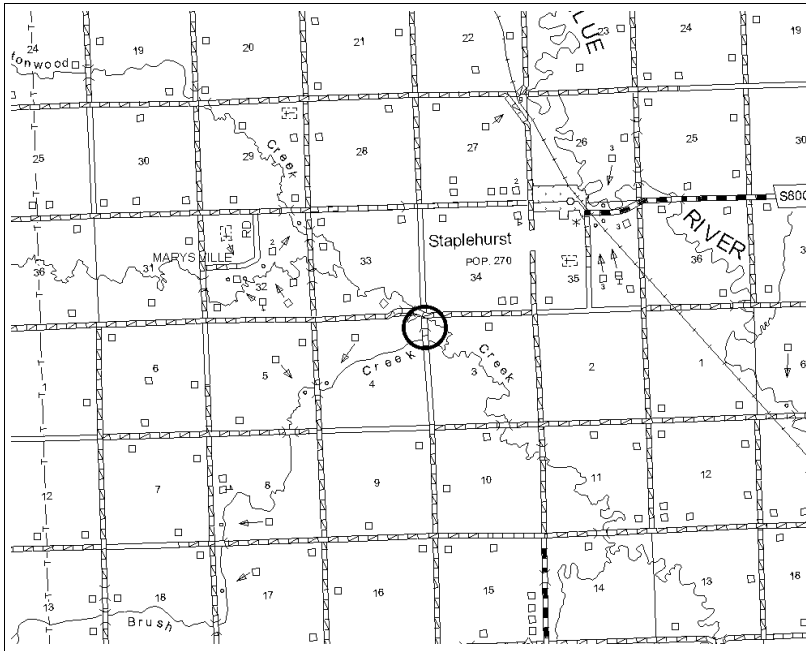
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP

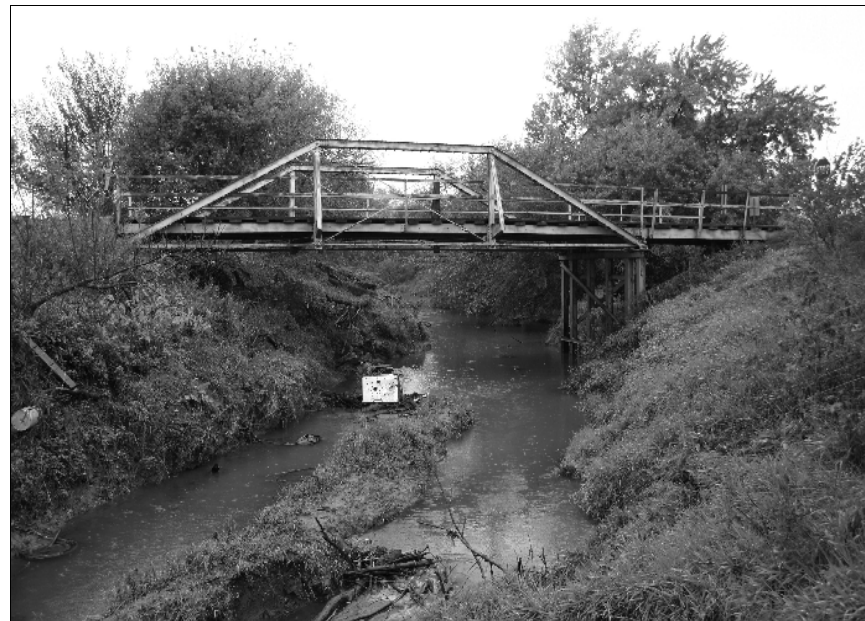


ADDITIONAL INFORMATION:

Timber abutments. Intermediate steel piles at truss and approach span juncture. Support welded to vertical member at northwest corner of truss.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S080 36915	NeHBS NUMBER:	SW00-278	YEAR BUILT:	1964
LOCATION:	BEAVER CROSSING INTERCHANGE	FEATURE CARRIED:	COUNTY ROAD L80E	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Seward	FEATURE CROSSED:	I-80

UTM ZONE:	14	NORTHING:	4,520,364.90	EASTING:	644,063.11	TOWNSHIP:	10	RANGE:	01	DIRECTION	E	SECTION:	23
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	258	BRIDGE TYPE:	Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	70		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	28	NUMBER OF MAIN SPANS:	4	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	33.3	MAIN SPAN DETAILS:	Steel I-beam. Continuous, with 4 rolled I-beams with bent plate diaphragms. Concrete deck with curbs.		

TRUSS CONNECTION:

RAILING: Concrete barrier

SUBSTRUCTURE: Concrete

ENGINEER / DESIGNER:

NDOR: A.H. Dederman, State Bridge Engineer

ARCHITECTURAL TREATMENTS:

BRIDGE PLAQUE TEXT:

None.

TYPE OF DEVELOPMENT:

Rural (unincorporated areas)

SURROUNDING LAND USE:

Agricultural

ALTERATIONS:

Remodeled curb (see additional information)

Raised

Change in railing/parapet

DATE OF ALTERATION (IF KNOWN):

1995

NBI HISTORIC CODE:

5 - Not eligible for the NRHP

NATIONAL REGISTER DETERMINATION:

Not eligible

NATIONAL REGISTER DETERMINATION DATE:

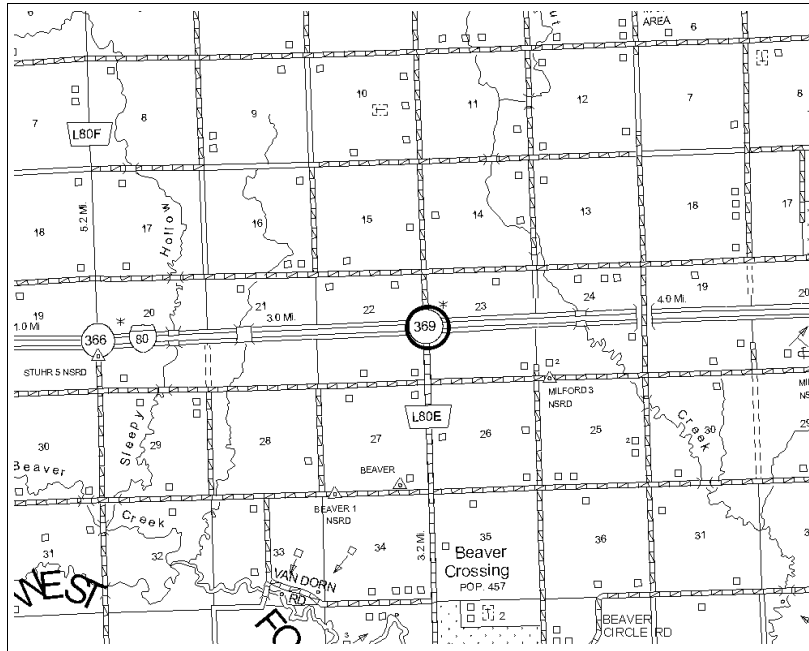
2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open concrete piers. Ornamental handrail Type-A, Plan 1753-C on plans. Remodeled curb included removal of railing and replacement with concrete barrier on curb. Bearings located at the abutments and the bearings at the bents are taller than other examples. Repainted in 1976.

SOURCES:

Bridge plans dated 1963 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S080 37114	NeHBS NUMBER:	SW00-279	YEAR BUILT:	1964
LOCATION:	2E BEAVER CROSSING INTERCHANGE	FEATURE CARRIED:	COUNTY ROAD 392 STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Seward	FEATURE CROSSED:	I-80

UTM ZONE:	14	NORTHING:	4,520,428.64	EASTING:	647,295.95	TOWNSHIP:	10	RANGE:	02	DIRECTION	E	SECTION:	19
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	258	BRIDGE TYPE:	Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	70		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	20	NUMBER OF MAIN SPANS:	4	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	25.2	MAIN SPAN DETAILS:	Steel I-beam. Continuous, with 3 rolled I-beam with bent plate diaphragms. 5 sections form a single span. Concrete deck with curbs. Curved concrete end posts.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				Capacity 20 tons, I-80-8 (19)-2, 1963.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:	NDOR: A.H. Dederman, State Bridge Engineer				

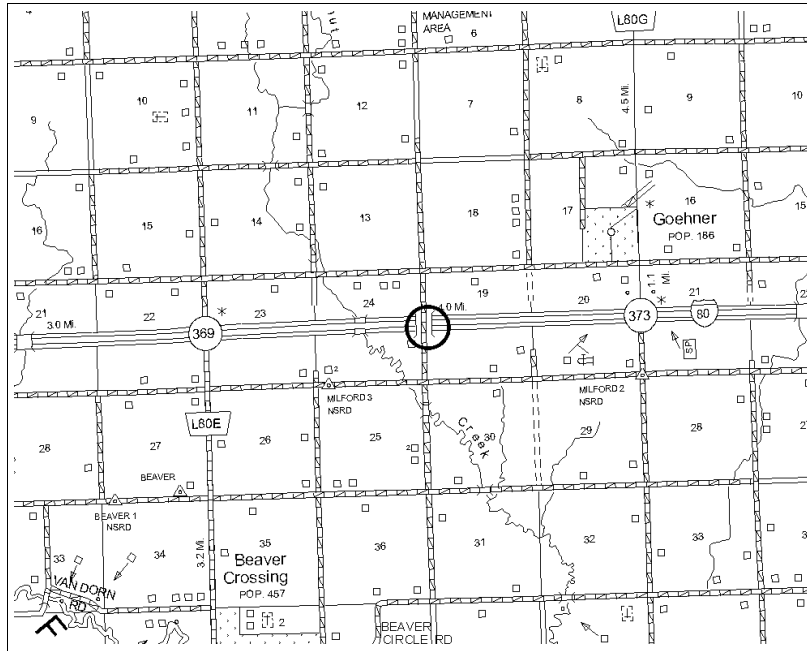
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open concrete piers. Ornamental handrail Type-A, Plan 1753-C on plans. No welding shown in plans except field weld in piling. Bridge repainted in 1978.

SOURCES:

Bridge plans dated 1963 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 37312	NeHBS NUMBER: SW00-280	YEAR BUILT: 1964
LOCATION: GOEHNER INTERCHANGE	FEATURE CARRIED: L80G	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Seward	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,520,493.79	EASTING: 650,528.71	TOWNSHIP: 10	RANGE: 02	DIRECTION: E	SECTION: 21
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 273	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 82	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 33.2	MAIN SPAN DETAILS: Steel I-beam. Continuous, 4 rolled I-beams with bent plate diaphragms. 4 sections form the span. Concrete deck with parapets.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Repaired abutments and curved abutment railing/w	DATE OF ALTERATION (IF KNOWN): 2002
SURROUNDING LAND USE: Agricultural	Installed concrete protection barriers	2002

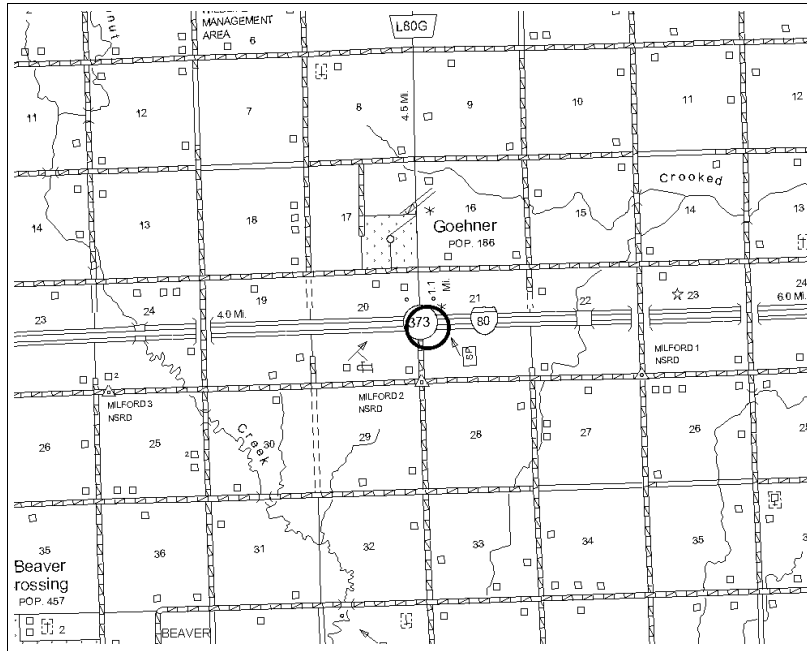
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open concrete piers.

SOURCES:

No original plans--only 2002 repair plans

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 37512	NeHBS NUMBER: SW00-281	YEAR BUILT: 1964
LOCATION: 2E GOEHNER INTERCHANGE	FEATURE CARRIED: COUNTY ROAD 336	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Seward	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,520,560.36	EASTING: 653,761.49	TOWNSHIP: 10	RANGE: 02	DIRECTION E	SECTION: 23
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 260	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.1	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 25.2	MAIN SPAN DETAILS: Steel I-beam. Continuous, with 3 rolled I-beams with bent plate separators. 5 girder sections form span. Concrete deck with curbs and gravel overlay. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 20 tons, I-80-8(7)-4, 1963.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

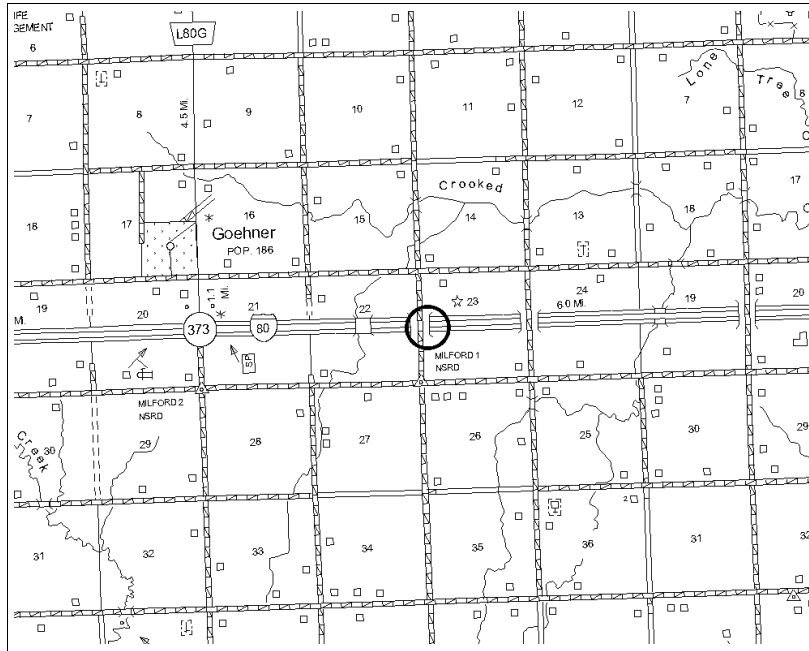
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open concrete piers.

SOURCES:

Bridge plans dated 1962 located at NDOR.
Standard Plan notes not legible

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 37612	NeHBS NUMBER: SW00-282	YEAR BUILT: 1963
LOCATION: 3W SEWARD INTERCHANGE	FEATURE CARRIED: COUNTY ROAD 322TH ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Seward	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,520,592.70	EASTING: 655,307.67	TOWNSHIP: 10	RANGE: 02	DIRECTION: E	SECTION: 24
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 260	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 25	MAIN SPAN DETAILS: Steel I beam. Continuous, with 3 rolled I-beams with bent plate diaphragms. 5 girder sections form span. Concrete deck with curbs. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 20 tons, I-80-8(7)-2, 1963.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

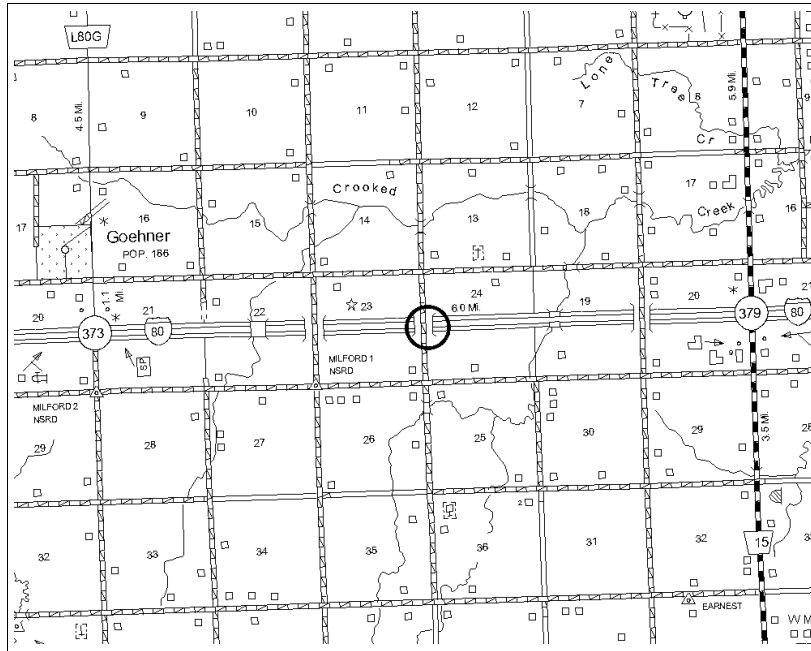
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open concrete piers.

SOURCES:

Bridge plans dated 1962 located at NDOR.
Standard Plan notes not legible

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S080 37811	NeHBS NUMBER:	SW00-283	YEAR BUILT:	1964
LOCATION:	1W SEWARD INTERCHANGE	FEATURE CARRIED:	COUNTY ROAD 294	YEAR RECONSTRUCTED:	0
DISTRICT:	1	COUNTY:	Seward	FEATURE CROSSED:	I-80

UTM ZONE:	14	NORTHING:	4,520,661.35	EASTING:	658,540.46	TOWNSHIP:	10	RANGE:	03	DIRECTION	E	SECTION:	20
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	260	BRIDGE TYPE:	Steel continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	70		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	20	NUMBER OF MAIN SPANS:	4	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	25	MAIN SPAN DETAILS:	Steel I-beam. Continuous, with 3 rolled I-beams with bent plate diaphragms. 5 girder sections form span. Concrete deck with curbs and gravel overlay. Curved concrete end posts.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe		Ornamental rail/parapet		Capacity 20 tons, I-80-8(7)-8, 1963.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:	NDOR: A.H. Dederman, State Bridge Engineer				

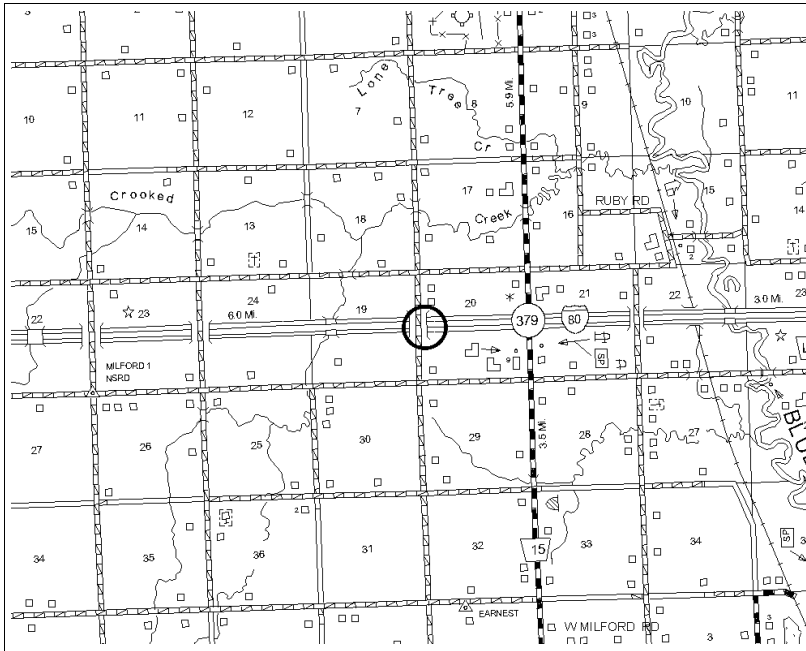
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Concrete open piers. Ornamental handrail Type-A, Plan 1753-C on plans.

SOURCES:

Bridge plans dated 1962 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S080 38012	NeHBS NUMBER: SW00-284	YEAR BUILT: 1964
LOCATION: 1E SEWARD INTERCHANGE	FEATURE CARRIED: COUNTY ROAD 266	YEAR RECONSTRUCTED: 0
DISTRICT: 1 COUNTY: Seward	FEATURE CROSSED: I-80	

UTM ZONE: 14	NORTHING: 4,520,731.43	EASTING: 661,773.26	TOWNSHIP: 10	RANGE: 03	DIRECTION: E	SECTION: 22
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 260	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 29	MAIN SPAN DETAILS: Steel I-beam. Continuous, with 3 rolled I-beam with bent plate diaphragms. 5 girder sections form span. Concrete deck with curbs and gravel overlay. Curved concrete end posts.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe	Ornamental rail/parapet	Capacity 20 tons, I-80-8(4)-2, 1963.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: A.H. Dederman, State Bridge Engineer		

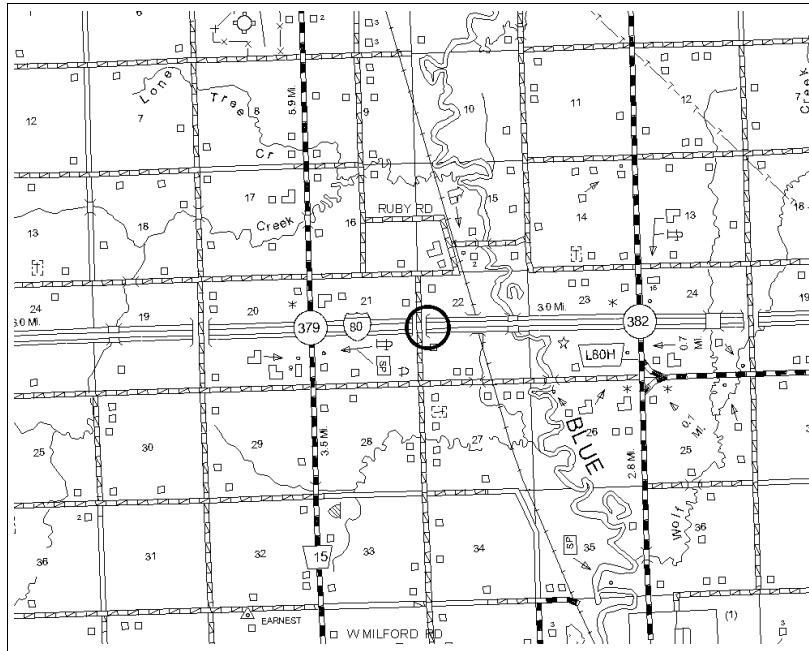
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Open concrete piers. Standard Plan 1650-B and Ornamental handrail Type-A, Plan 1753-C on plans. Structure painted in 1978. Resurfaced deck in 1987. 1987 plans called for a remodeled bridge curb but plan was never implemented.

SOURCES:

Bridge plans dated 1963 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S020 07896	NeHBS NUMBER:	SH06-028	YEAR BUILT:	1937
LOCATION:	IN HAY SPRINGS	FEATURE CARRIED:	US HIGHWAY 20/HIGHWAY N87	YEAR RECONSTRUCTED:	1962
DISTRICT:	5	COUNTY:	Sheridan	FEATURE CROSSED:	STREAM

UTM ZONE:	14	NORTHING:	4,732,076.11	EASTING:	197,532.41	TOWNSHIP:	31	RANGE:	46	DIRECTION	W	SECTION:	11
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	49	BRIDGE TYPE:	Concrete continuous	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	24		Slab		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	40	NUMBER OF MAIN SPANS:	2	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	44	MAIN SPAN DETAILS:	Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Concrete barrier				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Town (small communities)		Change in railing/parapet			
SURROUNDING LAND USE:		Widened		1962	
Commercial					

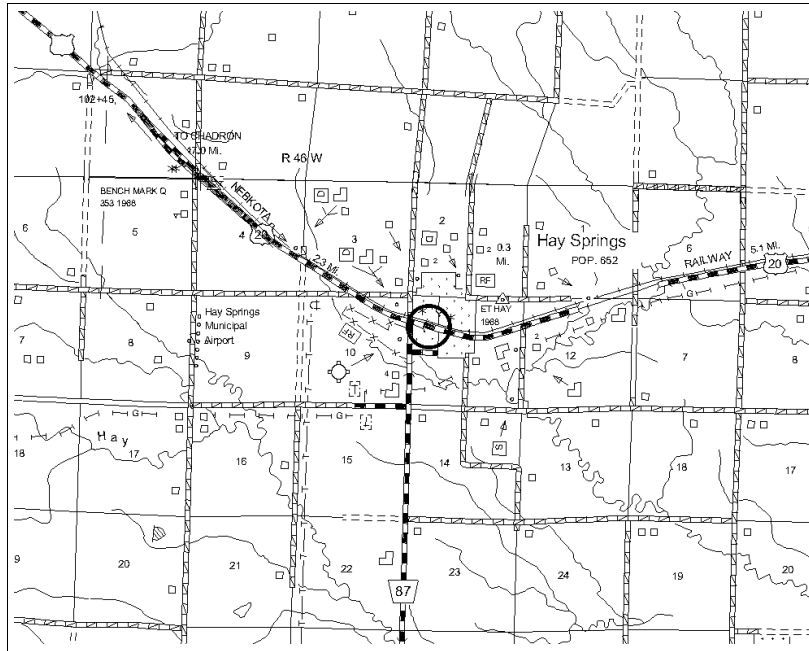
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Pier consists of 13 steel piles and concrete cap. Metal bolts on curb indicate railing alteration. Bridge (abutments, central pier, deck) has been widened on both sides. Year reconstructed corresponds to widening project.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S020 08037	NeHBS NUMBER: SH00-163	YEAR BUILT: 1937
LOCATION: 1E HAY SPRINGS	FEATURE CARRIED: US HIGHWAY 20/HIGHWAY N87	YEAR RECONSTRUCTED: 1962
DISTRICT: 5 COUNTY: Sheridan	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,732,171.83	EASTING: 199,588.99	TOWNSHIP: 31	RANGE: 46	DIRECTION W	SECTION: 12
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 36	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 18	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 40	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 43.7	MAIN SPAN DETAILS: 9 I-beams. Concrete curb and concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete barrier		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Widened	DATE OF ALTERATION (IF KNOWN): 1962
SURROUNDING LAND USE: Agricultural	Change in railing/parapet	

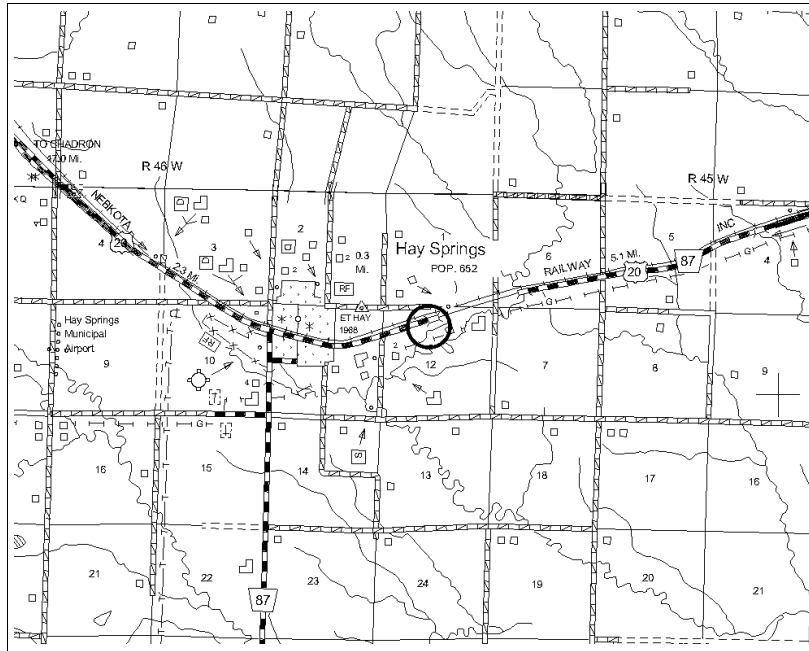
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piling, concrete caps support ends of deck at abutments. Bolts suggest previous metal railing. Bridge has been widened on both sides (wider pier, abutments, and deck--difference in concrete visible underneath). Year reconstructed corresponds to widening project.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008214515 **NeHBS NUMBER:** SM00-097 **YEAR BUILT:** 1963
LOCATION: E JCT HIGHWAY N58/HIGHWAY N92 8E 2.8N **FEATURE CARRIED:** ASHTON HIGHWAY **YEAR RECONSTRUCTED:** 0
DISTRICT: 4 **COUNTY:** Sherman **FEATURE CROSSED:** FARWELL MAIN CANAL

UTM ZONE: 14 **NORTHING:** 4,572,268.13 **EASTING:** 517,999.14 **TOWNSHIP:** 15 **RANGE:** 13 **DIRECTION W** **SECTION:** 03

STATUS: Extant - in service **OWNER:** County Highway Agency

STRUCTURE LENGTH (FT): 77 **BRIDGE TYPE:** Concrete **APPROACH SPAN TYPE:**
LENGTH OF MAXIMUM SPAN (FT): 38 Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 24.1 **NUMBER OF MAIN SPANS:** 2 **NUMBER OF APPROACH SPANS:** 0
DECK WIDTH (OUT-TO-OUT) (FT): 26.5 **MAIN SPAN DETAILS:** **APPROACH SPAN DETAILS:**
4 concrete girders with concrete floor beams. Concrete deck and curb.

TRUSS CONNECTION: **ARCHITECTURAL TREATMENTS:** **BRIDGE PLAQUE TEXT:**
RAILING: Metal beam None.
SUBSTRUCTURE: Concrete
ENGINEER / DESIGNER:

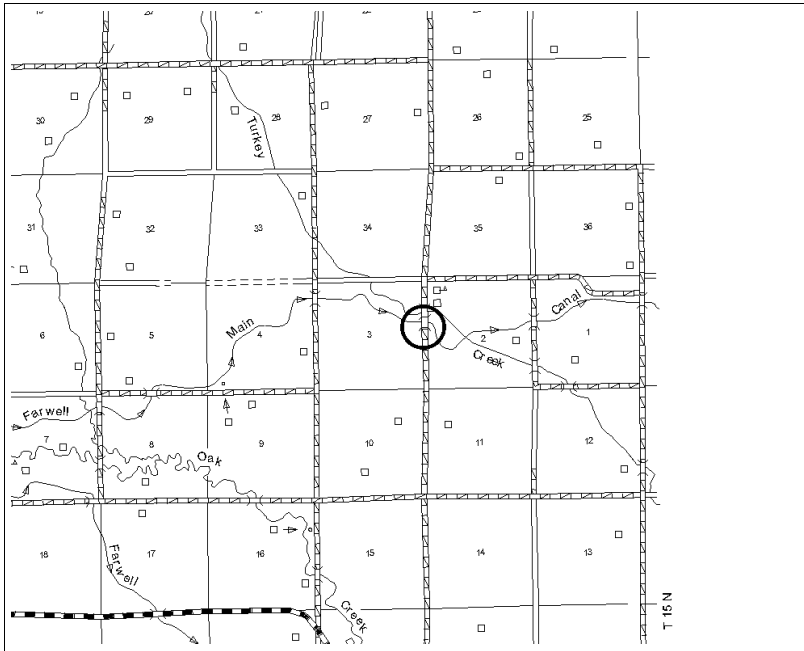
TYPE OF DEVELOPMENT: **ALTERATIONS:** **DATE OF ALTERATION (IF KNOWN):**
Rural (unincorporated areas)
SURROUNDING LAND USE:
Agricultural

NBI HISTORIC CODE: **NATIONAL REGISTER DETERMINATION:** **NATIONAL REGISTER DETERMINATION DATE:**
5 - Not eligible for the NRHP Not eligible 2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Solid concrete pile. Concrete abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S092 30968	NeHBS NUMBER: SM00-098	YEAR BUILT: 1959
LOCATION: 11E ANSLEY	FEATURE CARRIED: HIGHWAY N92	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Sherman	FEATURE CROSSED: CLEAR CREEK	

UTM ZONE: 14	NORTHING: 4,569,672.21	EASTING: 484,367.24	TOWNSHIP: 15	RANGE: 16	DIRECTION W	SECTION: 18
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 177	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 28.2	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 32.8	MAIN SPAN DETAILS: Continuous concrete slab.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Concrete		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)	Change in railing/parapet	2006
SURROUNDING LAND USE:		
Agricultural		

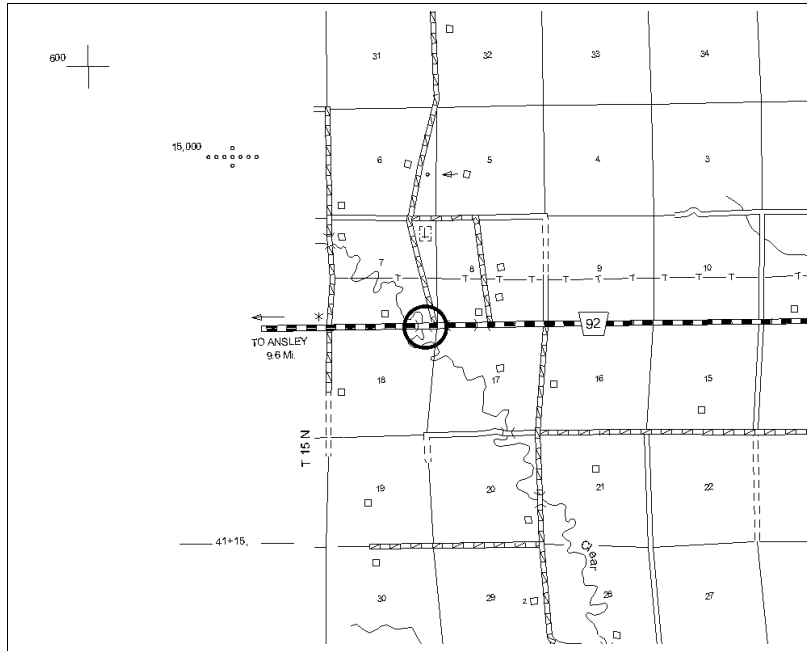
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete deck. Concrete abutments with vertical concrete columns. Solid concrete piles. New metal beam at approaches. New concrete railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008313910	NeHBS NUMBER: SX00-289	YEAR BUILT: 1954
LOCATION: JCT HIGHWAY N2/SD BORDER 2W 3.7S	FEATURE CARRIED: ORELLA ROAD	YEAR RECONSTRUCTED: 0
DISTRICT: 5 COUNTY: Sioux	FEATURE CROSSED: WHITEHEAD CREEK	

UTM ZONE: 14	NORTHING: 4,765,713.98	EASTING: 118,190.66	TOWNSHIP: 34	RANGE: 54	DIRECTION W	SECTION: 03
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 30	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 16	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Steel I-beam. 8 rolled I-beams with timber plank separators. Timber deck with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

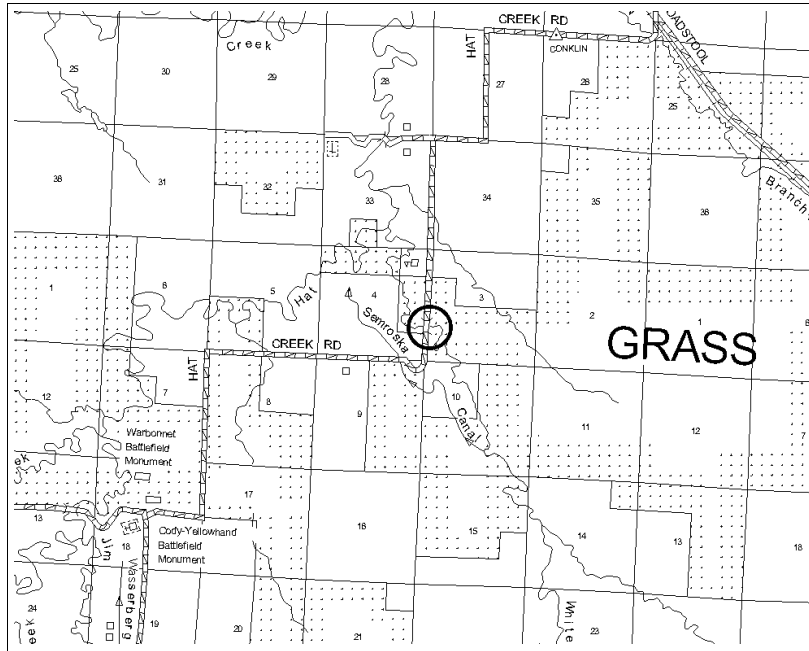
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008335510		NeHBS NUMBER:		YEAR BUILT: 1956	
LOCATION: 2NW OF NEBR NATL FOREST		FEATURE CARRIED: COUNTY HIGHWAY		YEAR RECONSTRUCTED: 0	
DISTRICT: 5 COUNTY: Sioux		FEATURE CROSSED: WHITE RIVER			
UTM ZONE: 14 NORTHING: 4,729,440.94		EASTING: 129,610.65		TOWNSHIP: 31 RANGE: 53 DIRECTION W SECTION: 26	

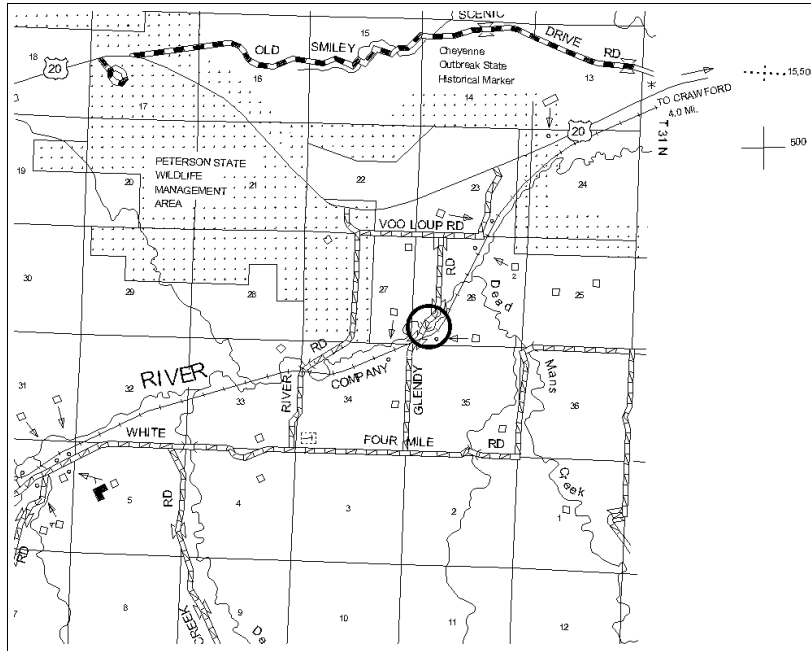
STATUS: Nonextant		OWNER: County Highway Agency			
STRUCTURE LENGTH (FT): 61		BRIDGE TYPE: Steel		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 60		Truss - thru			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8		NUMBER OF MAIN SPANS: 1		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 16		MAIN SPAN DETAILS: Pratt pony truss.		APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:				None.	
SUBSTRUCTURE:					
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)					
SURROUNDING LAND USE:					
Agricultural					

NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
REASON FOR NATIONAL REGISTER DETERMINATION:					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Replaced with culvert in 1991.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S053 00412	NeHBS NUMBER: TY00-270	YEAR BUILT: 1947
LOCATION: 3S ALEXANDRIA	FEATURE CARRIED: HIGHWAY N53	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Thayer	FEATURE CROSSED: LITTLE BLUE RIVER	

UTM ZONE: 14	NORTHING: 4,451,946.28	EASTING: 637,442.49	TOWNSHIP: 03	RANGE: 01	DIRECTION W	SECTION: 24
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STATUS: Extant - in service	OWNER: State Highway Agency	
STRUCTURE LENGTH (FT): 436	BRIDGE TYPE: Steel continuous	APPROACH SPAN TYPE: Steel
LENGTH OF MAXIMUM SPAN (FT): 100	Stringer/multibeam or girder	Stringer/multibeam or girder
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 3
DECK WIDTH (OUT-TO-OUT) (FT): 24.4	MAIN SPAN DETAILS: Steel I-beam. Continuous, cantilevered with 4 rolled I-beams with bent plate diaphragms. Combination of riveted and welded connections. Concrete deck with curbs.	APPROACH SPAN DETAILS: 4 girders with rivets and welding.

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, 8-35(8)Div.I-1R, 1947.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER: NDOR: Warden G. Scott, State Bridge Engineer		

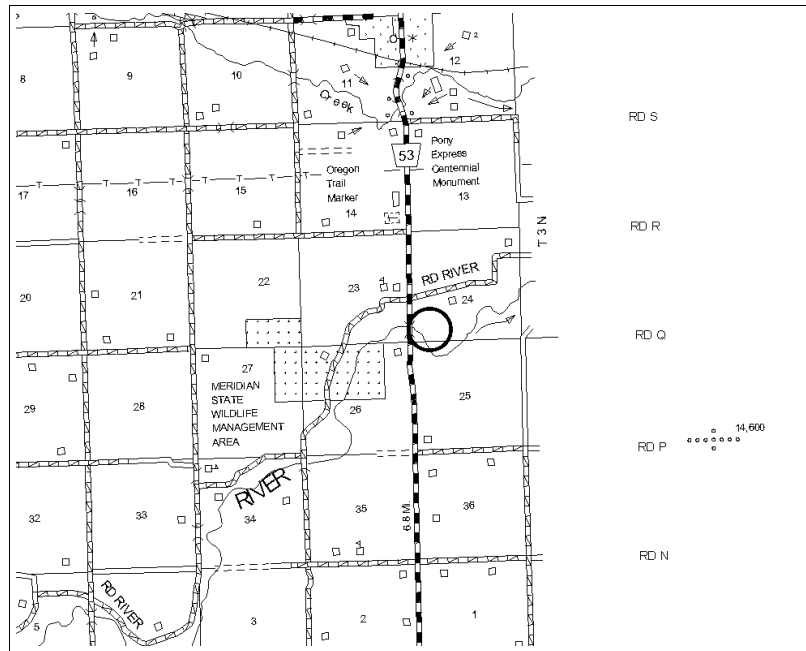
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early and highly intact example of a combined cantilever/continuous span design.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Solid piers formed of steel sheet piles filled with concrete. Concrete caps. Railing 1509-F on plans. Original metal railing with curved ends. S053 00412 is recommended eligible for the National Register under Criterion C as an early example of a design that utilizes both cantilever and continuous spans, a combination of special engineering features. With unaltered sheet-pile and concrete piers and intact original railings, this bridge retains excellent integrity.

SOURCES:

Bridge plans dated 1947 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S094 00025	NeHBS NUMBER: TS00-101	YEAR BUILT: 1955
LOCATION: ECL PENDER	FEATURE CARRIED: HIGHWAY N94	YEAR RECONSTRUCTED: 0
DISTRICT: 3 COUNTY: Thurston	FEATURE CROSSED: LOGAN CREEK	

UTM ZONE: 14	NORTHING: 4,665,097.34	EASTING: 689,866.85	TOWNSHIP: 25	RANGE: 06	DIRECTION E	SECTION: 26
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 192	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 192	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 22	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 24.9	MAIN SPAN DETAILS: Pratt overhead truss. 4 steel stringers and 7 floor beams. Only bridge ends are skewed, central part of span and trusses not skewed. Skewed portals. V-lacing on main members. Concrete deck and concrete curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		Capacity 20 tons, S-373-(5)-1, 1955.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER: NDOR: S.N. Ress		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN): 1979
SURROUNDING LAND USE: Agricultural		

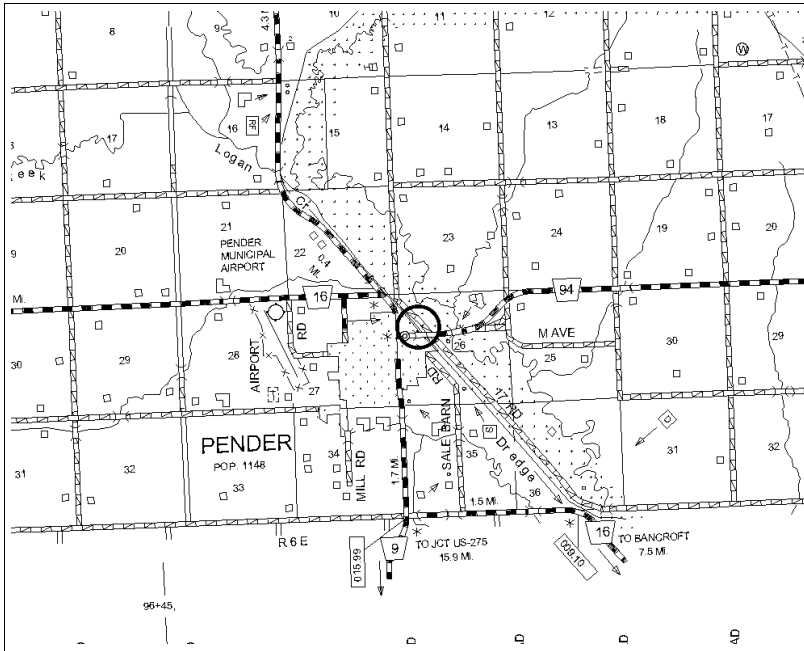
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: Unusual span or structure length indicates exceptional engineering for the site; skewed portal is a special engineering feature.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

S094 00025, Thurston County is recommended eligible for the National Register under Criterion C as a long example of the rigid-connected (riveted) Pratt through-truss type with a skewed portal, which is a special engineering design feature. Constructed in 1955, it has a main span longer than that of the previously listed trusses, indicating engineering that pushes the design to its maximum limit. The skewed portal is a significant engineering variation on the traditional skewed truss. In the conventional approach, the two truss units in the structure are offset, thus creating a skew (with skewed floorbeams) for the entire length of the bridge. In this example, the trusses are aligned for all panels (with perpendicular floorbeams) except the end panels, which are skewed. The bridge retains integrity of materials, design, and workmanship.

SOURCES:

Bridge plans dated 1955 located at NDOR.

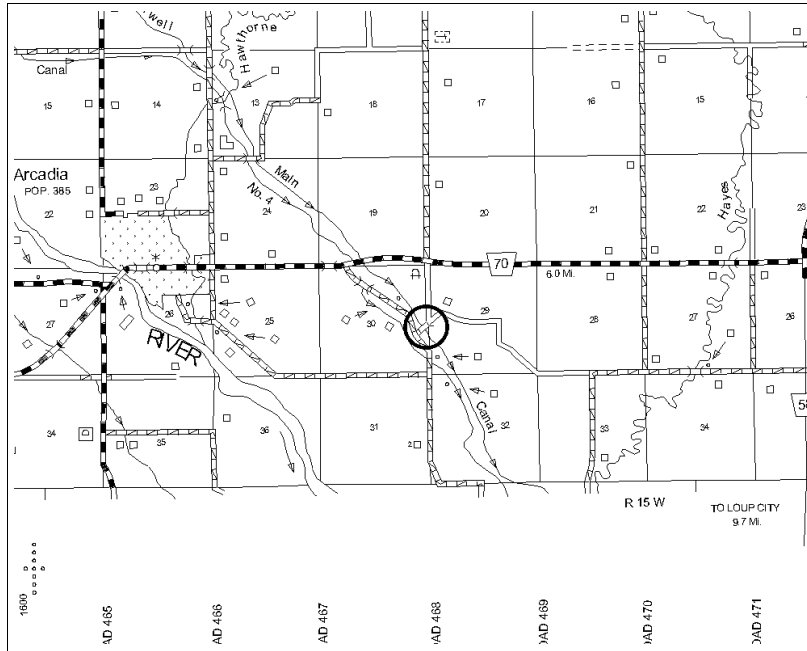
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008801505		NeHBS NUMBER: VY00-222		YEAR BUILT: 1950	
LOCATION: 2E .3S ARCADIA		FEATURE CARRIED: COUNTY ROAD 468		YEAR RECONSTRUCTED: 0	
DISTRICT: 4 COUNTY: Valley		FEATURE CROSSED: SHERMAN RESERVOIR CANAL			
UTM ZONE: 14 NORTHING: 4,584,830.62		EASTING: 493,453.57		TOWNSHIP: 17 RANGE: 15 DIRECTION W SECTION: 30	
STATUS: Extant - in service		OWNER: County Highway Agency			
STRUCTURE LENGTH (FT): 80		BRIDGE TYPE: Prestressed concrete		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 38		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.2		NUMBER OF MAIN SPANS: 2		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 20.2		MAIN SPAN DETAILS: Prestressed concrete stringers. Concrete deck and curb.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				None.	
SUBSTRUCTURE: Concrete					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)					
SURROUNDING LAND USE:					
Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Solid concrete piers. Concrete abutments. Constructed as part of the Bureau of Reclamation Sherman Canal Project.

SOURCES:

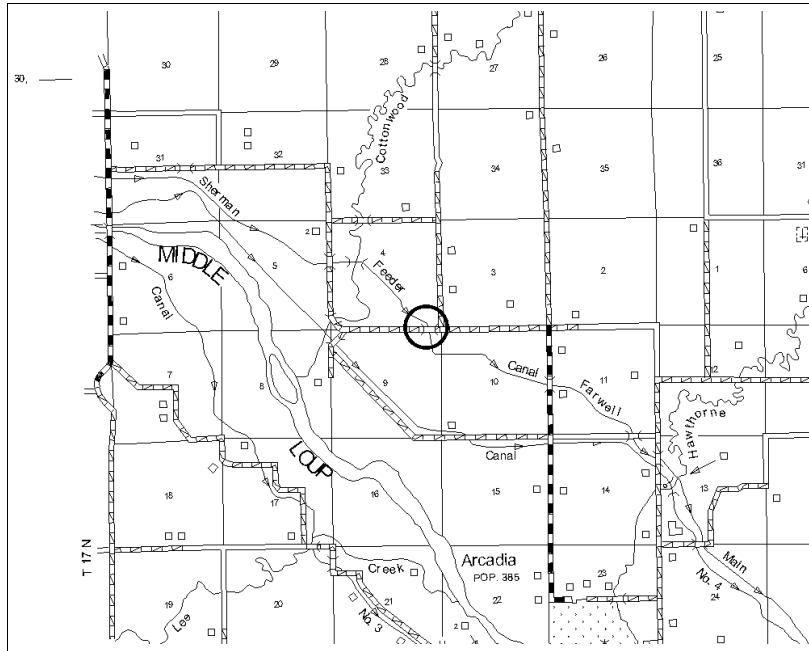
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008804010		NeHBS NUMBER: VY00-223		YEAR BUILT: 1950	
LOCATION: 2.5N 1.1W ARCADIA		FEATURE CARRIED: COUNTY ROAD 803		YEAR RECONSTRUCTED: 0	
DISTRICT: 4 COUNTY: Valley		FEATURE CROSSED: SHERMAN RESERVOIR CANAL			
UTM ZONE: 14 NORTHING: 4,590,575.48		EASTING: 486,917.43		TOWNSHIP: 17 RANGE: 16 DIRECTION W SECTION: 04	
STATUS: Extant - in service		OWNER: County Highway Agency			
STRUCTURE LENGTH (FT): 77		BRIDGE TYPE: Prestressed concrete		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 38		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.1		NUMBER OF MAIN SPANS: 2		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 22.6		MAIN SPAN DETAILS: 4 prestressed concrete stringers. Concrete deck and curb.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				None.	
SUBSTRUCTURE: Concrete					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)					
SURROUNDING LAND USE:					
Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete wing walls. Closed concrete piles. Constructed as part of the Bureau of Reclamation Sherman Canal Project.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C008810910	NeHBS NUMBER:	VY00-224	YEAR BUILT:	1960
LOCATION:	JCT HIGHWAY N58/ HIGHWAY N70 6.5W 2.5N	FEATURE CARRIED:	COUNTY ROAD 465	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	Valley	FEATURE CROSSED:	SHERMAN RESERVOIR CANAL

UTM ZONE:	14	NORTHING:	4,589,832.27	EASTING:	488,725.59	TOWNSHIP:	17	RANGE:	16	DIRECTION	W	SECTION:	10
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	100	BRIDGE TYPE:	Prestressed concrete	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	49		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	24	NUMBER OF MAIN SPANS:	2	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	26	MAIN SPAN DETAILS:	Prestressed concrete girders. Concrete deck with asphalt overlay. Concrete curb.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

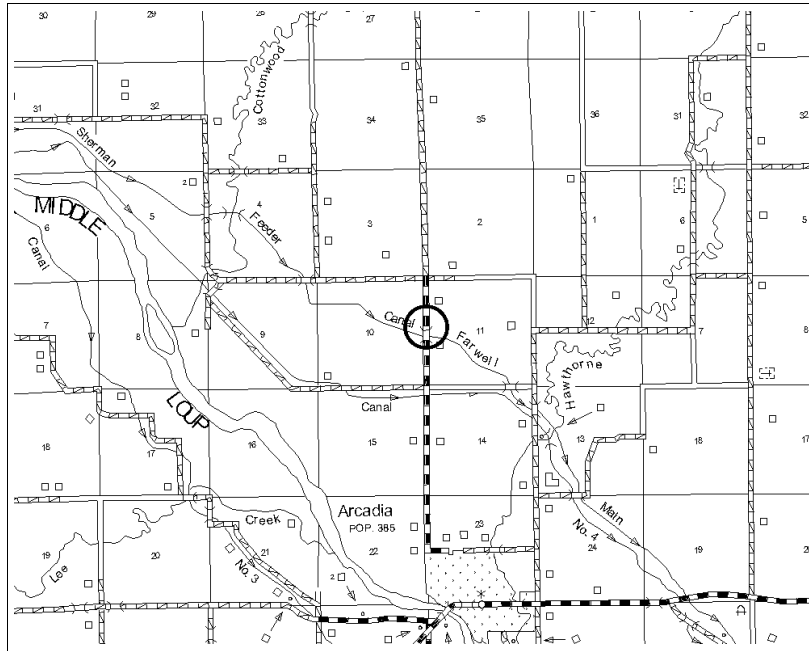
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008811115	NeHBS NUMBER: VY00-225	YEAR BUILT: 1950
LOCATION: 1.4N ARCADIA	FEATURE CARRIED: COUNTY ROAD 802	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Valley	FEATURE CROSSED: SHERMAN RESERVOIR CANAL	

UTM ZONE: 14	NORTHING: 4,588,719.86	EASTING: 490,255.16	TOWNSHIP: 17	RANGE: 16	DIRECTION W	SECTION: 14
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 78	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 38	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.2	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 22.6	MAIN SPAN DETAILS: Prestressed concrete stringers. Concrete deck and curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

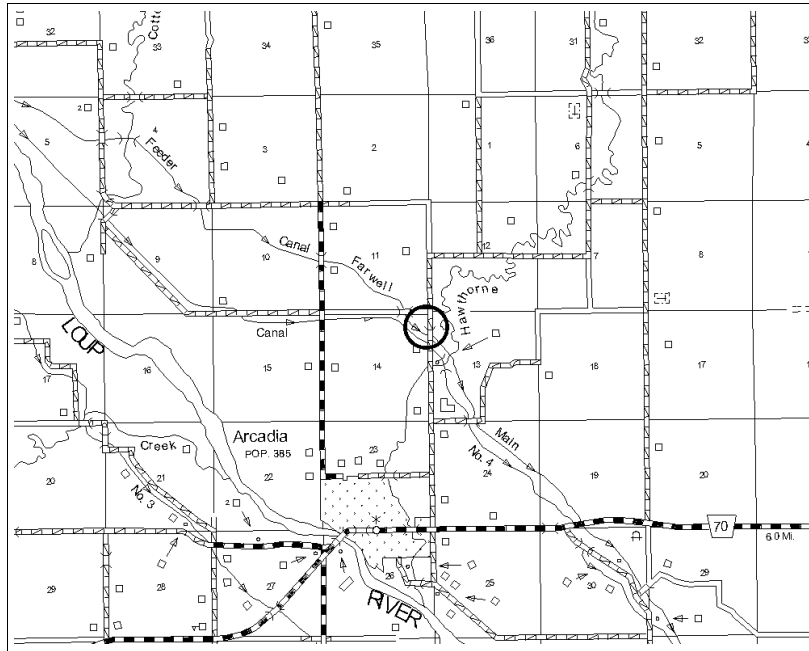
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete wing walls. Closed concrete pile. Constructed as part of the Bureau of Reclamation Sherman Canal Project.

SOURCES:

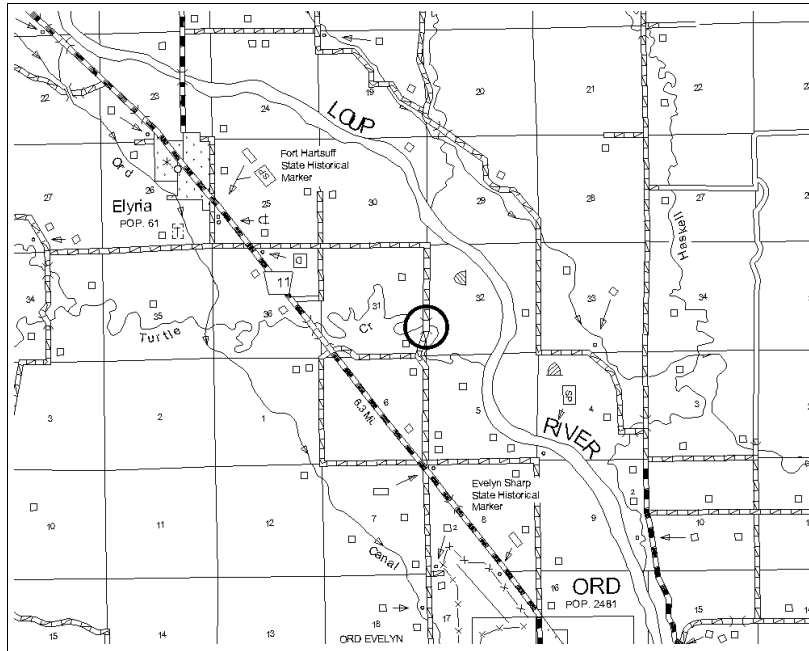
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008812720		NeHBS NUMBER: VY00-226		YEAR BUILT: 1950	
LOCATION: 3N 1W ORD		FEATURE CARRIED: COUNTY ROAD 474		YEAR RECONSTRUCTED: 0	
DISTRICT: 4 COUNTY: Valley		FEATURE CROSSED: TURTLE CREEK			
UTM ZONE: 14 NORTHING: 4,611,843.11		EASTING: 503,052.86		TOWNSHIP: 20 RANGE: 14 DIRECTION W SECTION: 31	
STATUS: Extant - in service		OWNER: County Highway Agency			
STRUCTURE LENGTH (FT): 63		BRIDGE TYPE: Wood or timber		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 16		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23.7		NUMBER OF MAIN SPANS: 4		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 24.1		MAIN SPAN DETAILS: 17 timber stingers. Corrugated metal deck with concrete overlay		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				None.	
SUBSTRUCTURE: Timber					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)		Change in railing/parapet			
SURROUNDING LAND USE:					
Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Abutments and center open pile are timber. Two steel open piles. Timber wing walls. Metal beam rail with timber vertical posts.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008814210	NeHBS NUMBER: VY00-227	YEAR BUILT: 1950
LOCATION: 1.5N ARCADIA	FEATURE CARRIED: COUNTY ROAD 465	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Valley	FEATURE CROSSED: SHERMAN RESERVOIR CANAL	

UTM ZONE: 14	NORTHING: 4,588,905.30	EASTING: 489,977.02	TOWNSHIP: 17	RANGE: 16	DIRECTION W	SECTION: 14
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 78	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 39	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.1	NUMBER OF MAIN SPANS: 2	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 21.6	MAIN SPAN DETAILS: Prestressed concrete stringers. Concrete deck and curb.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		

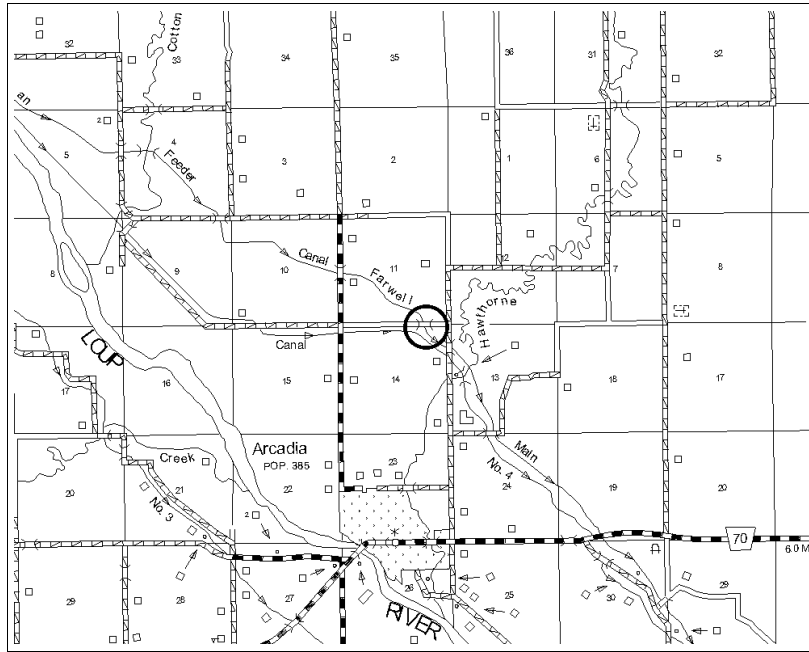
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Closed concrete pile. Concrete wing walls. Constructed as part of the Bureau of Reclamation Sherman Canal Project.

SOURCES:

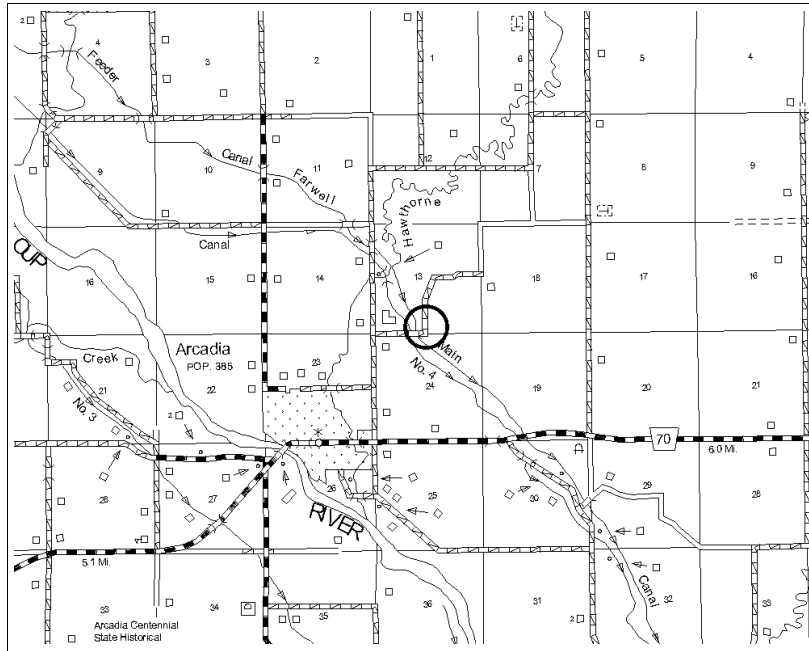
PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008814413		NeHBS NUMBER: VY00-228		YEAR BUILT: 1950	
LOCATION: .5E .5N ARCADIA		FEATURE CARRIED: COUNTY ROAD 801		YEAR RECONSTRUCTED: 0	
DISTRICT: 4 COUNTY: Valley		FEATURE CROSSED: SHERMAN RESERVOIR CANAL			
UTM ZONE: 14 NORTHING: 4,587,423.53		EASTING: 491,088.84		TOWNSHIP: 17 RANGE: 16 DIRECTION W SECTION: 13	
STATUS: Extant - in service		OWNER: County Highway Agency			
STRUCTURE LENGTH (FT): 77		BRIDGE TYPE: Prestressed concrete		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 38		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 20.2		NUMBER OF MAIN SPANS: 2		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 20.6		MAIN SPAN DETAILS: Prestressed concrete stringers. Concrete deck and curb.		APPROACH SPAN DETAILS:	
TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING: Metal beam				None.	
SUBSTRUCTURE: Concrete					
ENGINEER / DESIGNER:					
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
Rural (unincorporated areas)					
SURROUNDING LAND USE:					
Agricultural					
NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
5 - Not eligible for the NRHP		Not eligible		2007	
REASON FOR NATIONAL REGISTER DETERMINATION:					
Undistinguished example of bridge type with no evidence of engineering innovations or special features.					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments. Constructed as part of the Bureau of Reclamation Sherman Canal Project.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008900605	NeHBS NUMBER: WN00-261	YEAR BUILT: 1955
LOCATION: 1.3S 9.4W HERMAN	FEATURE CARRIED: COUNTY ROAD 190	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,614,725.85	EASTING: 716,077.41	TOWNSHIP: 20	RANGE: 09	DIRECTION: E	SECTION: 34
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 21.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 22	MAIN SPAN DETAILS: Steel I-beam. 12 rolled I-beams with transverse I-beam separators. Vaulted, corrugated steel deck plates rest on lower flanges of beams, with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

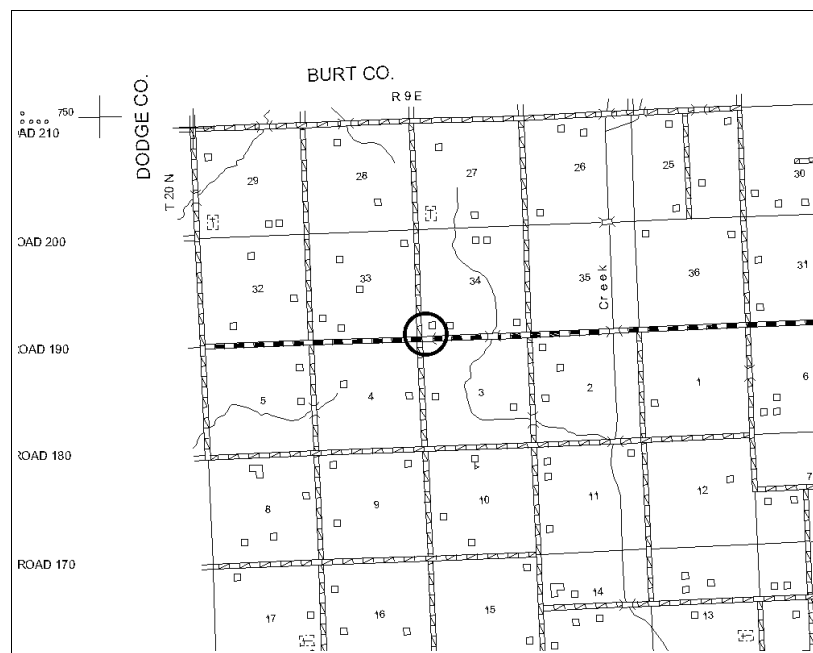
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
2 - Eligible for the NRHP	Eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Criterion C: One of two bridges in Nebraska to utilize a patented jack-arch prefabricated deck system, representing an innovation within this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments. Steel piles. Widely used in other states since the 1920s, typical jack-arch bridges consist of a series of longitudinal steel beams that support longitudinal corrugated steel vaulting. The vaulting rests on the lower flanges of the beams and serves as permanent formwork for the deck. A set of standard plans in NDOR files suggest that Nebraska's jack-arch bridges may have utilized prefabricated jack-arch panels patented by Carl Erickson, an engineer for the Lincoln Steel Works. This is one of two jack-arch bridges identified in the survey.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008900610	NeHBS NUMBER: WN00-262	YEAR BUILT: 1955
LOCATION: 1.3S 8.9W HERMAN	FEATURE CARRIED: COUNTY ROAD 6	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,614,755.19	EASTING: 717,048.96	TOWNSHIP: 20	RANGE: 09	DIRECTION: E	SECTION: 34
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 24	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 23	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. 9 rolled I-beams with pipe separators. "Illinois" stamped on beam webs. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal beam		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

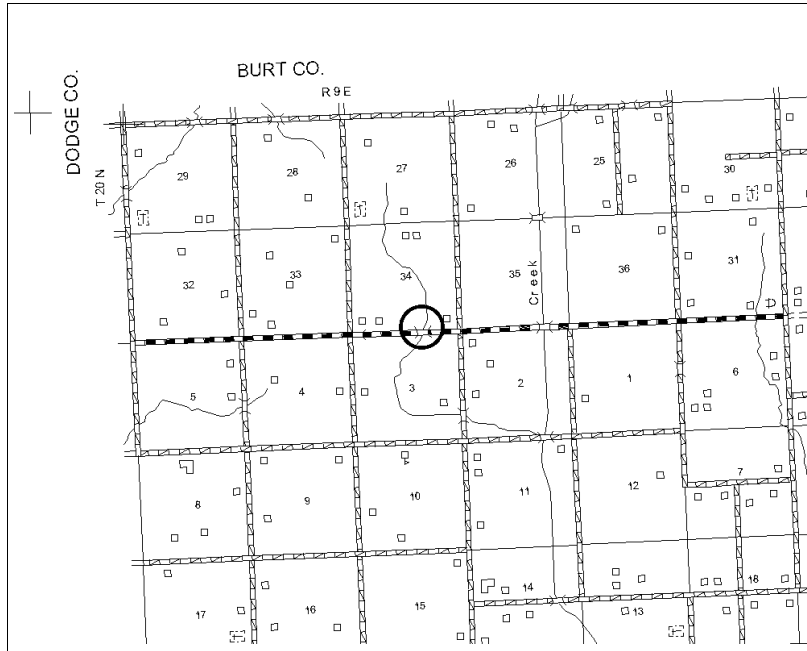
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls with steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008901605		NeHBS NUMBER:		YEAR BUILT: 1955	
LOCATION: 3N FONTANELLE		FEATURE CARRIED: COUNTY ROAD 16		YEAR RECONSTRUCTED: 0	
DISTRICT: 2 COUNTY: Washington		FEATURE CROSSED: BROWN CREEK			
UTM ZONE: 14 NORTHING: 4,606,529.21		EASTING: 714,516.17		TOWNSHIP: 19 RANGE: 09 DIRECTION E SECTION: 32	

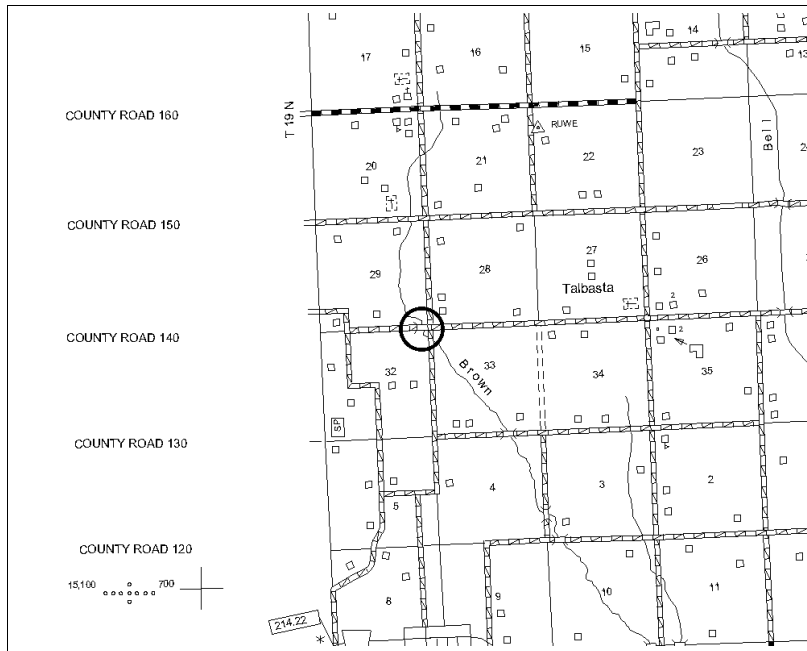
STATUS: Nonextant		OWNER: County Highway Agency			
STRUCTURE LENGTH (FT): 46		BRIDGE TYPE: Steel		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 45		Truss - thru			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8		NUMBER OF MAIN SPANS: 1		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 16.3		MAIN SPAN DETAILS: None.		APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:				None.	
SUBSTRUCTURE:					
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
SURROUNDING LAND USE:					

NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
REASON FOR NATIONAL REGISTER DETERMINATION:					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Replaced with concrete box culvert in 2006.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008901710P	NeHBS NUMBER: WN00-263	YEAR BUILT: 1955
LOCATION: 3.5E 3.4N ARLINGTON	FEATURE CARRIED: COUNTY ROAD P17	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: NORTH WEST BRANCH	

UTM ZONE: 14	NORTHING: 4,598,391.61	EASTING: 727,011.80	TOWNSHIP: 18	RANGE: 10	DIRECTION E	SECTION: 27
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 20	MAIN SPAN DETAILS: Steel I-beam. 11 rolled beams with pipe separators. Beams are welded to the substructure. Timber deck with concrete and gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

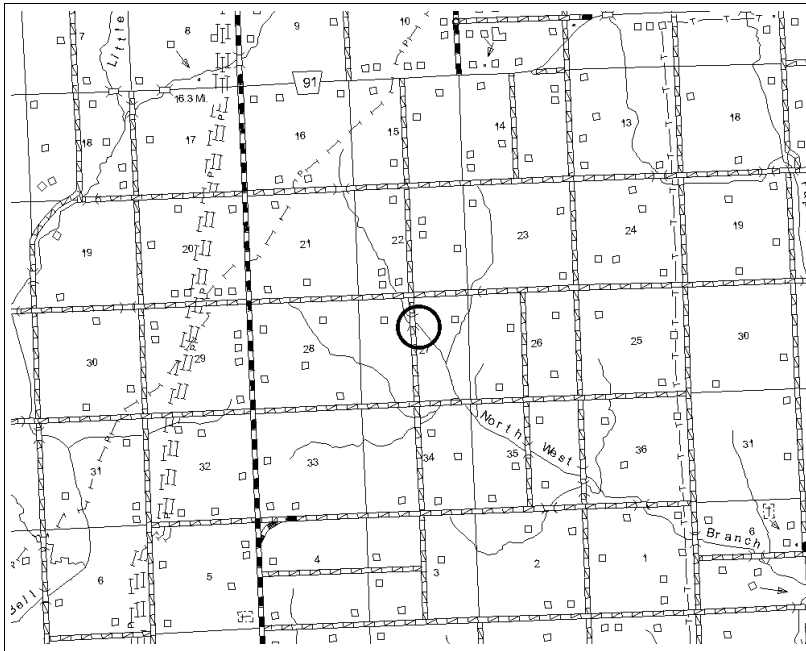
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber and corrugated steel abutments. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008901805	NeHBS NUMBER: WN00-264	YEAR BUILT: 1955
LOCATION: 2N .7E FONTANELLE	FEATURE CARRIED: COUNTY ROAD 18	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: BROWN CREEK	

UTM ZONE: 14	NORTHING: 4,604,901.11	EASTING: 715,816.66	TOWNSHIP: 18	RANGE: 09	DIRECTION: E	SECTION: 04
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 41	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16.3	MAIN SPAN DETAILS: Pratt pony truss. 10 steel stringers and 2 floor beams. Combination of bolted and riveted connections. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

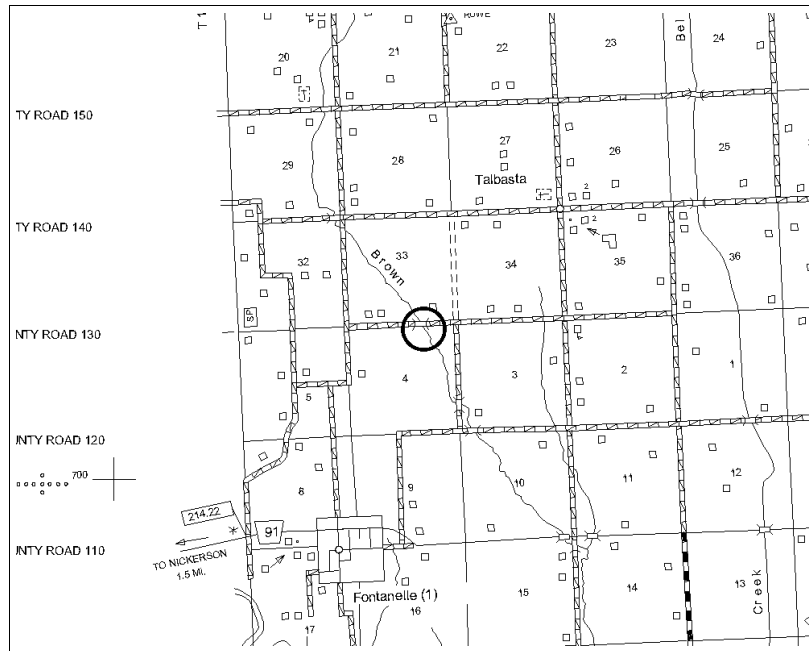
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008902020	NeHBS NUMBER: WN00-265	YEAR BUILT: 1935
LOCATION: 1N 4.9E FONTANELLE	FEATURE CARRIED: COUNTY ROAD 20	YEAR RECONSTRUCTED: 1955
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: LITTLE BELL CREEK	

UTM ZONE: 14	NORTHING: 4,603,628.05	EASTING: 722,672.49	TOWNSHIP: 18	RANGE: 10	DIRECTION: E	SECTION: 06
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 46	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 45	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 21.7	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 22.4	MAIN SPAN DETAILS: Pratt pony truss. 12 steel stringers and 2 floor beams. Combination of riveted and bolted connections. Welded connections exist at girder and substructure juncture. V-lacing on main members. Concrete deck.	APPROACH SPAN DETAILS:

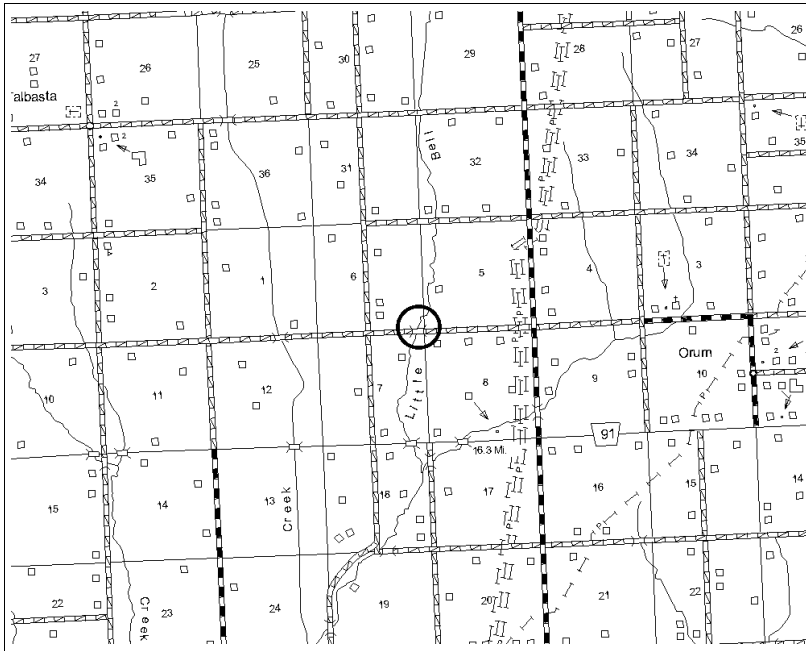
TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	1991/1996
REASON FOR NATIONAL REGISTER DETERMINATION:		

REASON NOT EVALUATED: Built pre-1947 and evaluated in 1991/1996 historic bridge study as not eligible. The eligibility of this bridge was not reevaluated during the 2007 historic bridge study.

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C008902035	NeHBS NUMBER:	WN00-266	YEAR BUILT:	1955
LOCATION:	4.6W BLAIR	FEATURE CARRIED:	COUNTY ROAD 20	YEAR RECONSTRUCTED:	0
DISTRICT:	2	COUNTY:	Washington	FEATURE CROSSED:	STREAM

UTM ZONE:	14	NORTHING:	4,603,828.70	EASTING:	729,066.94	TOWNSHIP:	18	RANGE:	10	DIRECTION	E	SECTION:	02
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	32	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	31		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	21.8	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	22	MAIN SPAN DETAILS:	Steel I-beam. 11 rolled I-beams with pipe separators. Concrete deck.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal tube/pipe				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)		Replaced or added I-beams.		
SURROUNDING LAND USE:					
	Agricultural				

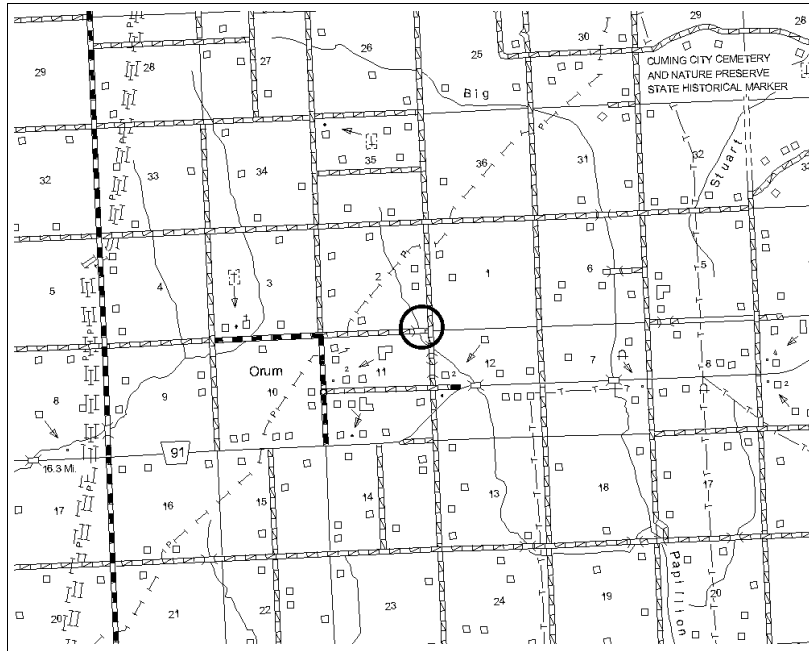
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Appears that 5 beams have been replaced or added.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008902110		NeHBS NUMBER:		YEAR BUILT: 1955	
LOCATION: 2.3W 4.3S KENNARD		FEATURE CARRIED: COUNTY ROAD 21		YEAR RECONSTRUCTED: 0	
DISTRICT: 2 COUNTY: Washington		FEATURE CROSSED: STREAM			
UTM ZONE: 14 NORTHING: 4,587,177.93		EASTING: 729,735.45		TOWNSHIP: 17 RANGE: 10 DIRECTION E SECTION: 36	

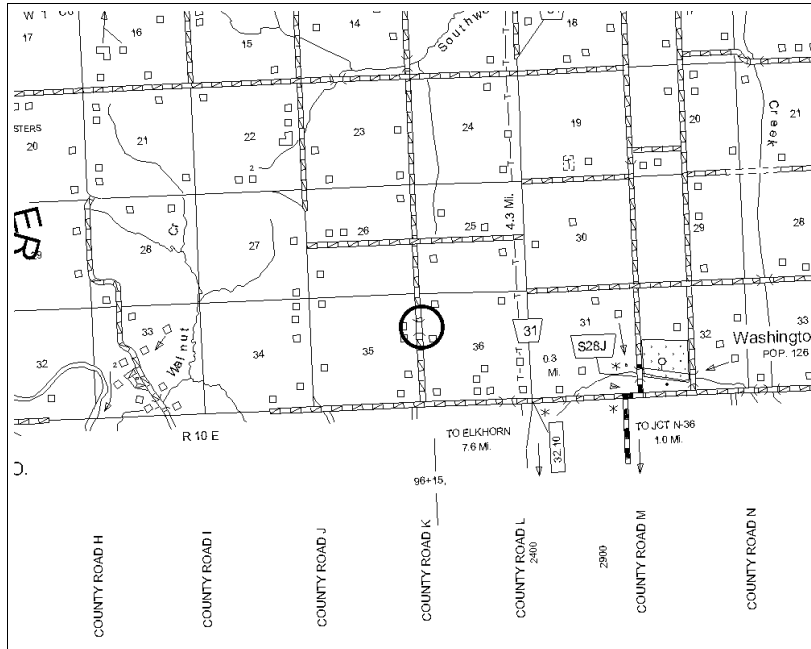
STATUS: Nonextant		OWNER: County Highway Agency			
STRUCTURE LENGTH (FT): 32		BRIDGE TYPE: Steel		APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT): 31		Stringer/multibeam or girder			
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 23.4		NUMBER OF MAIN SPANS: 1		NUMBER OF APPROACH SPANS: 0	
DECK WIDTH (OUT-TO-OUT) (FT): 23.4		MAIN SPAN DETAILS: None.		APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:				None.	
SUBSTRUCTURE:					
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
SURROUNDING LAND USE:					

NBI HISTORIC CODE:		NATIONAL REGISTER DETERMINATION:		NATIONAL REGISTER DETERMINATION DATE:	
REASON FOR NATIONAL REGISTER DETERMINATION:					
REASON NOT EVALUATED:					

LOCATION MAP



ADDITIONAL INFORMATION:

Replaced in 2006.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008902410	NeHBS NUMBER: WN00-267	YEAR BUILT: 1955
LOCATION: 3E 4.5N ARLINGTON	FEATURE CARRIED: COUNTY ROAD 24	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,600,396.61	EASTING: 725,974.16	TOWNSHIP: 18	RANGE: 10	DIRECTION E	SECTION: 21
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.9	MAIN SPAN DETAILS: Steel I-beam. 11 rolled I-beams with pipe separators.. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

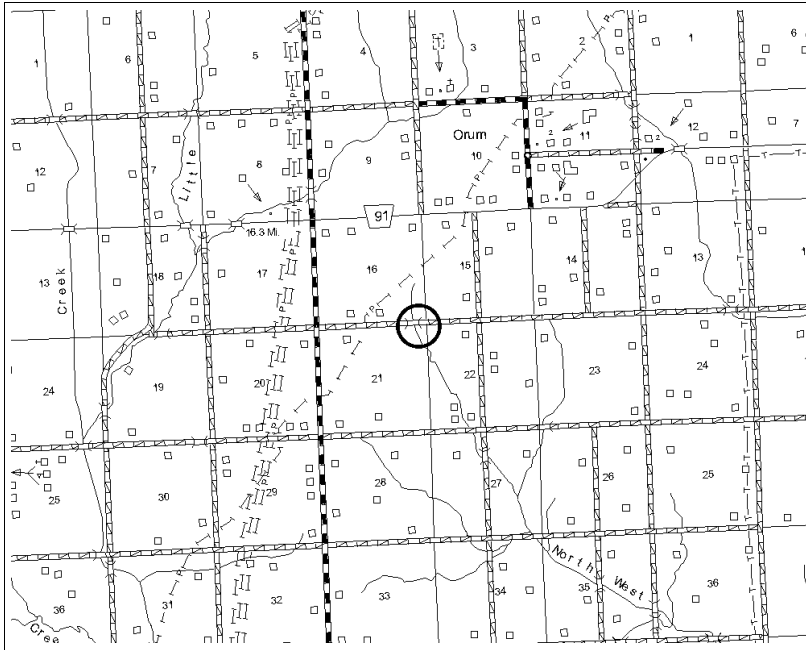
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008902705	NeHBS NUMBER: WN00-268	YEAR BUILT: 1955
LOCATION: .3E KENNARD	FEATURE CARRIED: COUNTY ROAD 27	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,595,662.01	EASTING: 734,341.92	TOWNSHIP: 17	RANGE: 11	DIRECTION: E	SECTION: 04
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 71	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 21.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 21.9	MAIN SPAN DETAILS: Warren pony truss. 10 steel stringers and cross bracing. 3 floor beams. V-lacing on main members. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

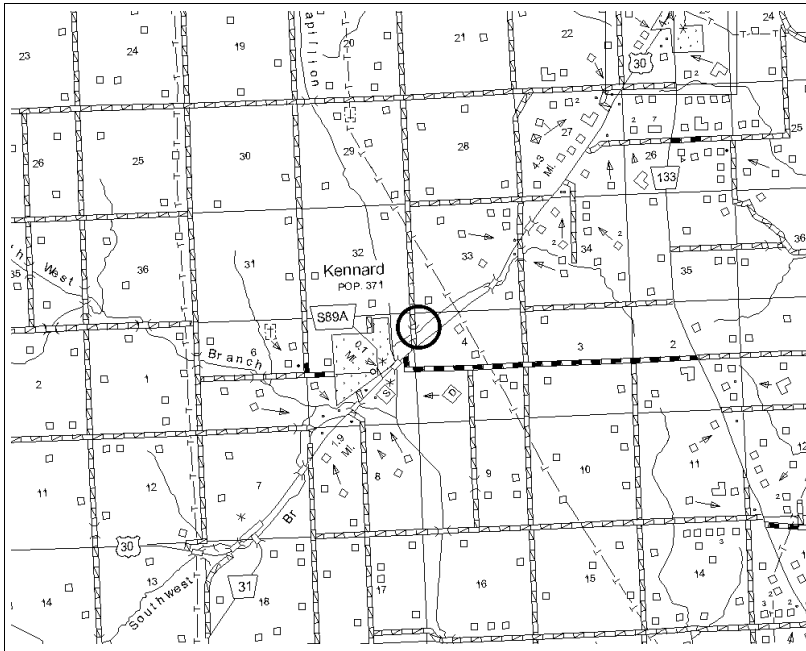
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

None.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008902815	NeHBS NUMBER: WN00-269	YEAR BUILT: 1955
LOCATION: 2.5N ARLINGTON	FEATURE CARRIED: COUNTY ROAD 28	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: BELL CREEK	

UTM ZONE: 14	NORTHING: 4,597,099.69	EASTING: 721,203.12	TOWNSHIP: 18	RANGE: 09	DIRECTION: E	SECTION: 25
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 71	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 70	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 21.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 22	MAIN SPAN DETAILS: Warren pony truss. 12 steel stringers and 3 floor beams.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Raised stringers	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural	Reinforced abutment	
	Change in railing/parapet	

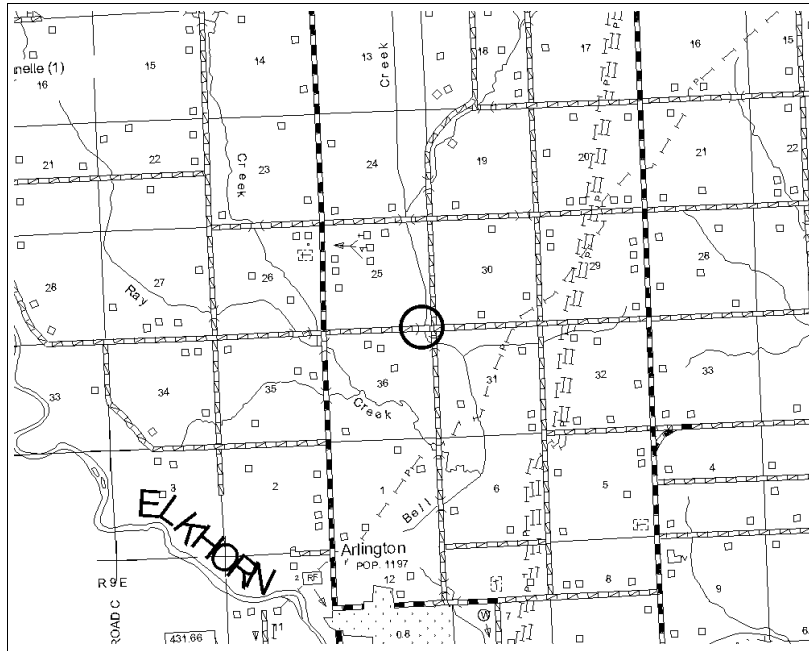
NBI HISTORIC CODE: 5 - Not eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Not eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel abutments have reinforcing steel beams at west approach. 3 stringers on north side have been raised (small piece of metal between stringer and cross beam/floor beam). Removed railing.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008910510	NeHBS NUMBER: WN00-270	YEAR BUILT: 1955
LOCATION: 1E 1.5N FONTANELLE	FEATURE CARRIED: COUNTY ROAD 5	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: BROWN CREEK	

UTM ZONE: 14	NORTHING: 4,603,807.46	EASTING: 716,405.99	TOWNSHIP: 18	RANGE: 09	DIRECTION E	SECTION: 03
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 56	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 55	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 21.7	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 22	MAIN SPAN DETAILS: Pratt pony through truss. 12 steel stringers and 2 floor beams. Upper and lower chords have combination of riveted and bolted connections. V-lacing on main members. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

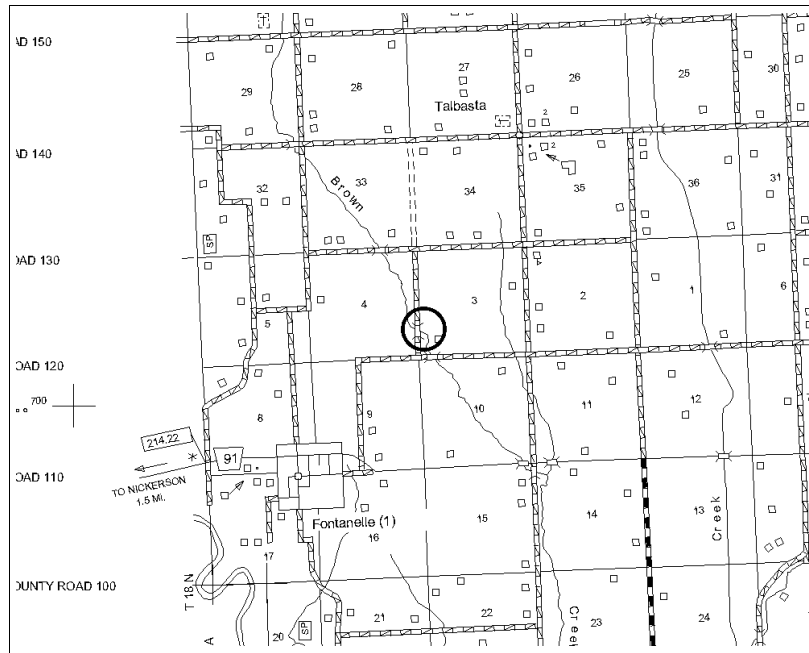
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008910905	NeHBS NUMBER: WN00-271	YEAR BUILT: 1955
LOCATION: 3N ARLINGTON	FEATURE CARRIED: COUNTY ROAD E	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,596,131.91	EASTING: 719,839.95	TOWNSHIP: 18	RANGE: 09	DIRECTION: E	SECTION: 36
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Prestressed concrete	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Tee beam	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 30	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 30	MAIN SPAN DETAILS: 10 concrete tee-beams. Concrete deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

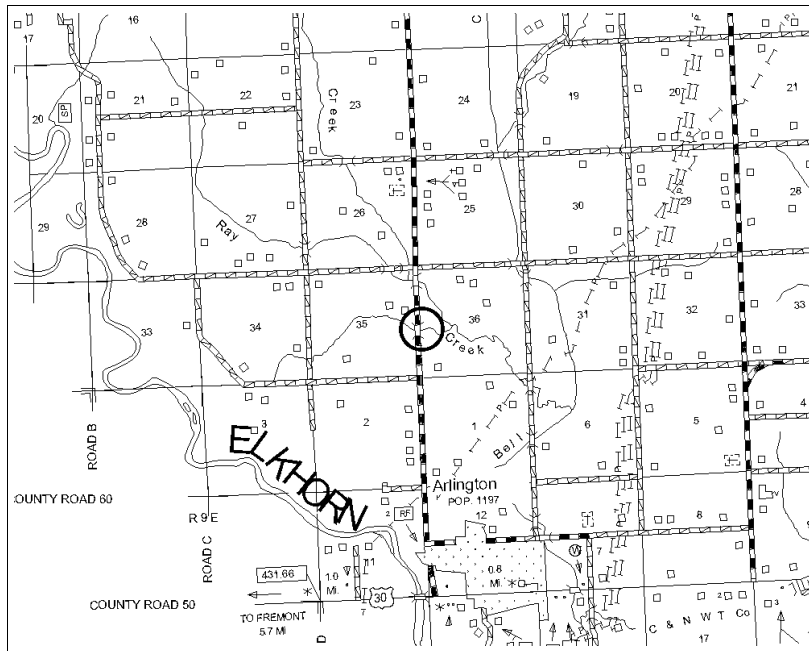
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE: 2 - Eligible for the NRHP	NATIONAL REGISTER DETERMINATION: Eligible	NATIONAL REGISTER DETERMINATION DATE: 2007
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REASON FOR NATIONAL REGISTER DETERMINATION:
Criterion C: Significant early representative example of the use of prestressed concrete in Nebraska and for this type.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

This bridge is recommended eligible because it is one of the earliest extant examples of the use of prestressed concrete in Nebraska. It also is an early example of the prestressed concrete tee-beam type from the subject period that becomes a common type after 1965. Bridge C008910905 retains its integrity of materials, design, and workmanship.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008913005	NeHBS NUMBER: WN00-272	YEAR BUILT: 1955
LOCATION: 2.6W KENNARD	FEATURE CARRIED: COUNTY ROAD 30	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,595,672.90	EASTING: 728,908.38	TOWNSHIP: 17	RANGE: 10	DIRECTION E	SECTION: 02
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 51	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.9	MAIN SPAN DETAILS: Pratt pony truss. 11 steel stringers and 2 floor beams. Connections are a combination of riveted and bolted, but predominantly riveted. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Combination (see main span details)	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Added supporting pile/pier	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

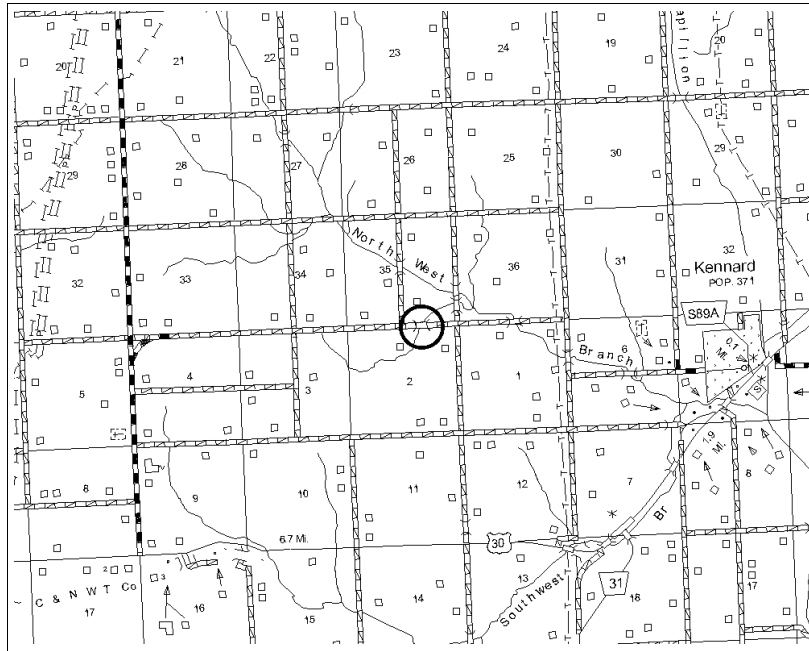
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

An open steel pile has been added under the eastern floor beam for support.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008913205	NeHBS NUMBER: WN00-273	YEAR BUILT: 1956
LOCATION: .3S .4W KENNARD	FEATURE CARRIED: COUNTY ROAD 32	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,594,123.06	EASTING: 732,580.36	TOWNSHIP: 17	RANGE: 11	DIRECTION: E	SECTION: 07
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 51	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Truss - thru	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 15.8	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 16	MAIN SPAN DETAILS: Pratt pony truss. 9 steel stringers and 2 floor beams. V-lacing on main members. Concrete deck.	APPROACH SPAN DETAILS:

TRUSS CONNECTION: Riveted	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

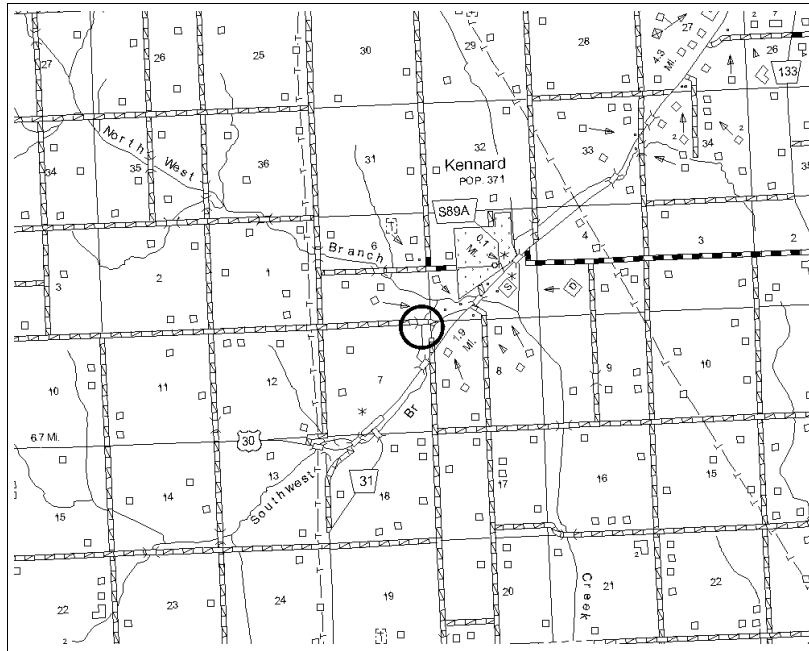
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Steel substructure. Timber abutments.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: C008913605	NeHBS NUMBER: WN00-274	YEAR BUILT: 1955
LOCATION: 2.3S 3W KENNARD	FEATURE CARRIED: COUNTY ROAD 36	YEAR RECONSTRUCTED: 0
DISTRICT: 2 COUNTY: Washington	FEATURE CROSSED: STREAM	

UTM ZONE: 14	NORTHING: 4,590,848.23	EASTING: 728,643.14	TOWNSHIP: 17	RANGE: 10	DIRECTION E	SECTION: 23
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STATUS: Extant - in service	OWNER: County Highway Agency
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STRUCTURE LENGTH (FT): 32	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 31	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 19.9	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 19.9	MAIN SPAN DETAILS: Steel I-beam. 9 rolled I-beams with pipe separators. Concrete deck with gravel overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal tube/pipe		None.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

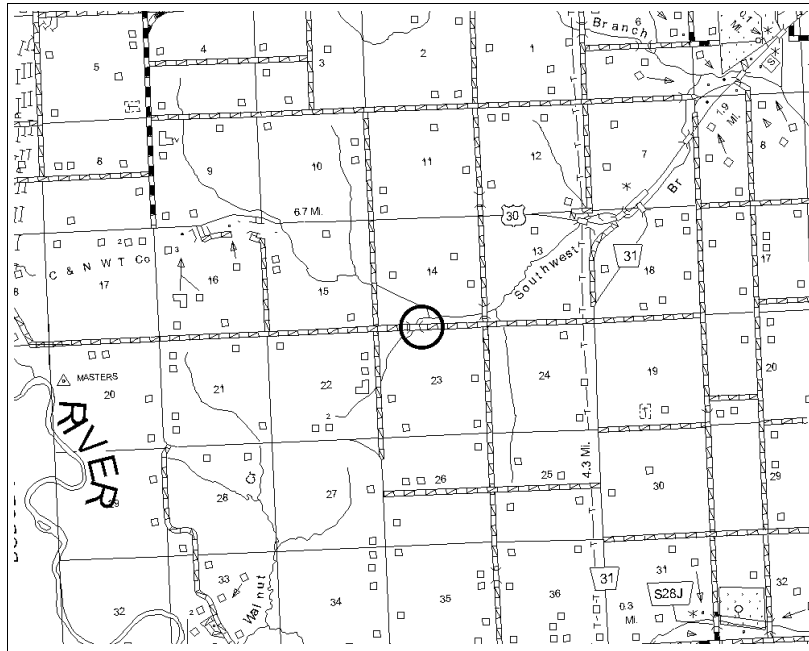
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Raised girders	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber abutments and wing walls. Steel piles. Two beams (each is the 2nd in from bridge edge) are smaller than other girders and have been set on blocks.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	S035 02119	NeHBS NUMBER:	WY00-974	YEAR BUILT:	1955
LOCATION:	4N WINSIDE	FEATURE CARRIED:	HIGHWAY N35	YEAR RECONSTRUCTED:	0
DISTRICT:	3	COUNTY:	Wayne	FEATURE CROSSED:	SOUTH BRANCH DEER CREEK

UTM ZONE:	14	NORTHING:	4,676,743.53	EASTING:	650,740.71	TOWNSHIP:	26	RANGE:	02	DIRECTION	E	SECTION:	14
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STATUS:	Extant - in service	OWNER:	State Highway Agency
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STRUCTURE LENGTH (FT):	47	BRIDGE TYPE:	Concrete	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	43		Tee beam		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	34	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	37.6	MAIN SPAN DETAILS:	5 concrete Tee-beams. Skewed alignment. Curved concrete end posts. Concrete deck.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Concrete barrier				None.
SUBSTRUCTURE:	Steel				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)		Change in railing/parapet		
SURROUNDING LAND USE:					
	Agricultural				

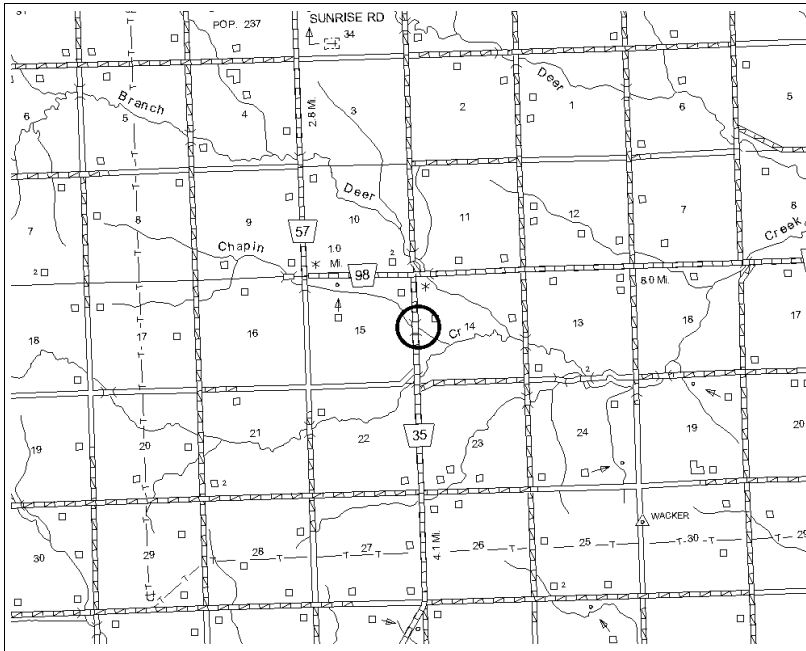
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Substructure is a combination of steel and concrete. Bolts on top of curb and new concrete barrier indicate a railing alteration on both sides of bridge.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S136 07566	NeHBS NUMBER: WT00-252	YEAR BUILT: 1953
LOCATION: 0E RED CLOUD	FEATURE CARRIED: US HIGHWAY 136	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Webster	FEATURE CROSSED: CROOKED CREEK	

UTM ZONE: 14	NORTHING: 4,437,675.64	EASTING: 541,630.28	TOWNSHIP: 01	RANGE: 11	DIRECTION W	SECTION: 01
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 132	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 38	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.2	NUMBER OF MAIN SPANS: 4	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28.4	MAIN SPAN DETAILS: Continuous concrete slab. Variable depth. Concrete curb and deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, F-205(11)-1, 1954.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

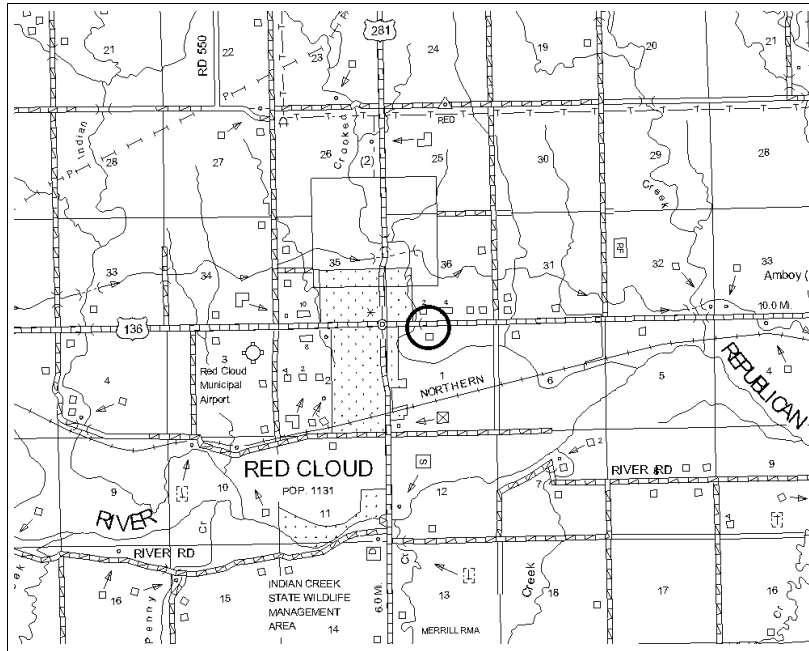
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

3 open steel piles. Timber wing walls. Metal rail with curved ends.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S136 07825	NeHBS NUMBER: WT00-253	YEAR BUILT: 1953
LOCATION: 3E RED CLOUD	FEATURE CARRIED: US HIGHWAY 136	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Webster	FEATURE CROSSED: DRY CREEK	

UTM ZONE: 14	NORTHING: 4,437,699.37	EASTING: 545,750.77	TOWNSHIP: 01	RANGE: 10	DIRECTION W	SECTION: 05
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 101	BRIDGE TYPE: Concrete continuous	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 40	Slab	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.3	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28.3	MAIN SPAN DETAILS: Continuous concrete slab. Variable depth. Concrete curb and deck with asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, F-205(11)-2, 1954.
SUBSTRUCTURE: Steel		
ENGINEER / DESIGNER:		

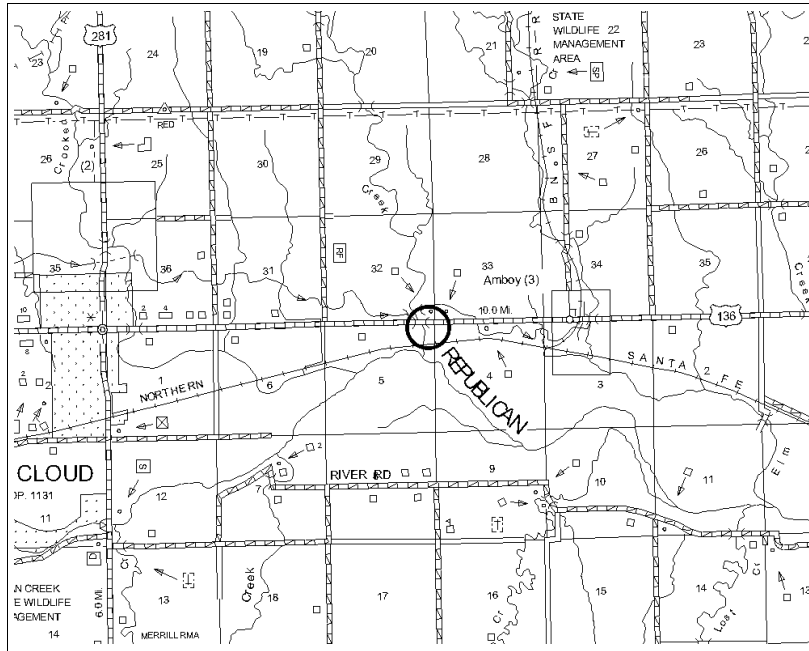
TYPE OF DEVELOPMENT: Rural (unincorporated areas)	ALTERATIONS: Extended wingwall	DATE OF ALTERATION (IF KNOWN):
SURROUNDING LAND USE: Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Timber wing walls. Larger, extended concrete wing walls on east side. 2 skewed open metal piles.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S136 07981	NeHBS NUMBER: WT00-254	YEAR BUILT: 1953
LOCATION: 4E RED CLOUD	FEATURE CARRIED: US HIGHWAY 136	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Webster	FEATURE CROSSED: ELM CREEK	

UTM ZONE: 14	NORTHING: 4,437,715.23	EASTING: 548,308.28	TOWNSHIP: 01	RANGE: 10	DIRECTION W	SECTION: 03
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 142	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 60	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.3	NUMBER OF MAIN SPANS: 3	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28.4	MAIN SPAN DETAILS: Steel I-beam. Cantilevered, with 5 rolled I-beams with bent plate diaphragms. Composite concrete deck with curbs and parapets. Asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, F-205(11)-3, 1954.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		
NDOR: S.N. Ress		

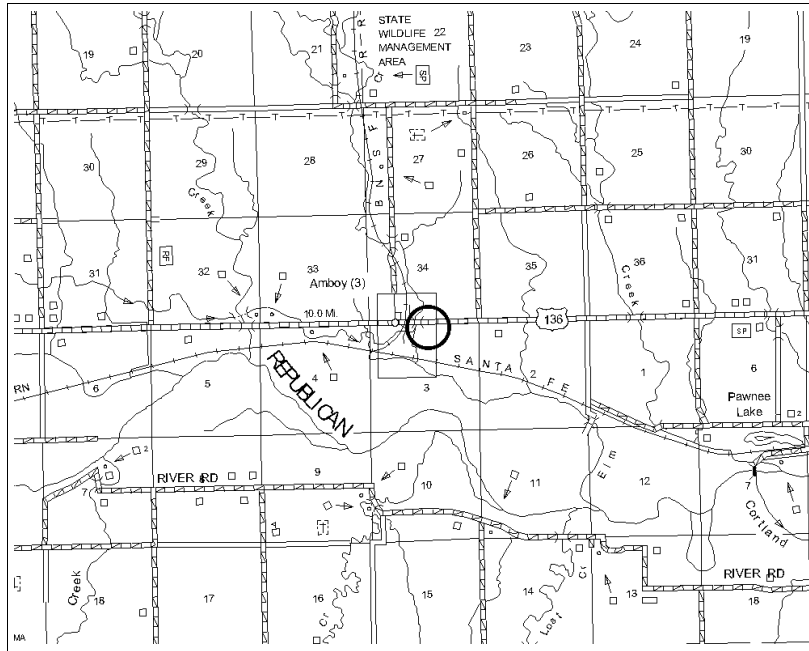
TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Open concrete piers with arched caps. Standard Plans 1575-A and 1575-C and Railing 1509-F on plans. Metal railings with curved ends.

SOURCES:

Bridge plans dated 1953 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER: S136 08306	NeHBS NUMBER: WT00-255	YEAR BUILT: 1953
LOCATION: 0W 2000 ROAD	FEATURE CARRIED: US HIGHWAY 136	YEAR RECONSTRUCTED: 0
DISTRICT: 4 COUNTY: Webster	FEATURE CROSSED: SOAP CREEK	

UTM ZONE: 14	NORTHING: 4,437,749.54	EASTING: 553,423.30	TOWNSHIP: 01	RANGE: 09	DIRECTION W	SECTION: 06
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STATUS: Extant - in service	OWNER: State Highway Agency
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STRUCTURE LENGTH (FT): 50	BRIDGE TYPE: Steel	APPROACH SPAN TYPE:
LENGTH OF MAXIMUM SPAN (FT): 50	Stringer/multibeam or girder	
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT): 26.3	NUMBER OF MAIN SPANS: 1	NUMBER OF APPROACH SPANS: 0
DECK WIDTH (OUT-TO-OUT) (FT): 28.3	MAIN SPAN DETAILS: Steel I-beam. Skewed, with 5 rolled I-beams with bent plate diaphragms. Composite concrete deck with curbs and asphalt overlay.	APPROACH SPAN DETAILS:

TRUSS CONNECTION:	ARCHITECTURAL TREATMENTS:	BRIDGE PLAQUE TEXT:
RAILING: Metal		Capacity 20 tons, F-205(11)-5, 1954.
SUBSTRUCTURE: Concrete		
ENGINEER / DESIGNER:		
NDOR: S.N. Ress		

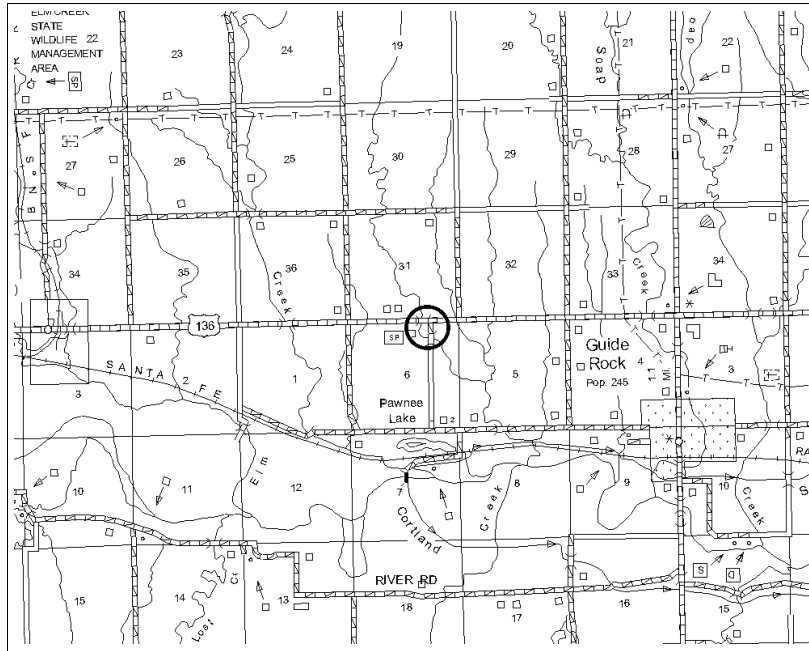
TYPE OF DEVELOPMENT:	ALTERATIONS:	DATE OF ALTERATION (IF KNOWN):
Rural (unincorporated areas)		
SURROUNDING LAND USE:		
Agricultural		

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls. Decorative metal railing with curved ends. Standard Plan 1575-A on plans.

SOURCES:

Bridge plans dated 1953 located at NDOR.

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C009300415	NeHBS NUMBER:	YK00-263	YEAR BUILT:	1954
LOCATION:	JCT US HIGHWAY 81/S-93C 2N 7.8E	FEATURE CARRIED:	COUNTY ROAD 24	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	York	FEATURE CROSSED:	STREAM

UTM ZONE:	14	NORTHING:	4,543,429.56	EASTING:	630,297.19	TOWNSHIP:	12	RANGE:	01	DIRECTION	W	SECTION:	05
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	34	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	32		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	24.1	NUMBER OF MAIN SPANS:	1	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	26.4	MAIN SPAN DETAILS:	Steel I-beam. 5 rolled I-beams with bent plate diaphragms. Concrete deck with curbs and asphalt overlay.		

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				None.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Rural (unincorporated areas)				
SURROUNDING LAND USE:					
	Agricultural				

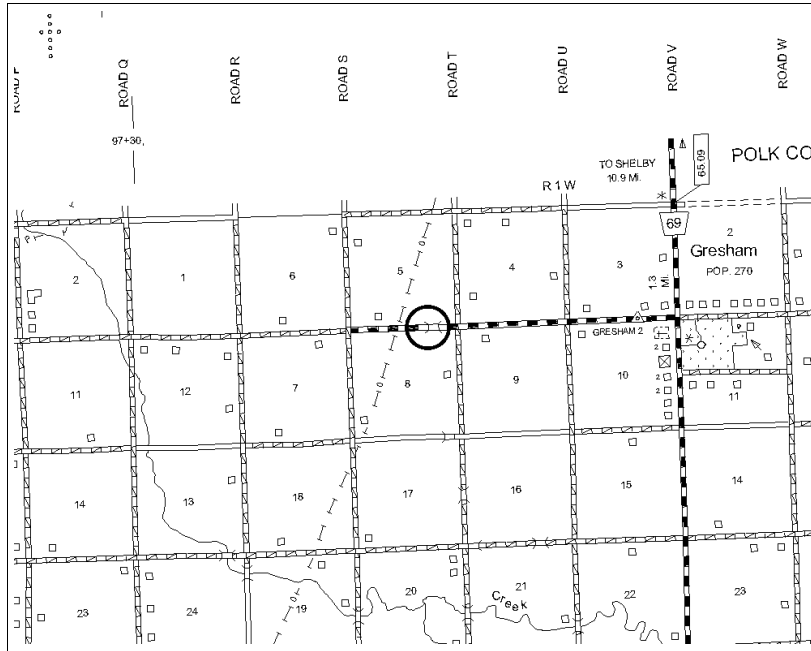
NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:

Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and wing walls.

SOURCES:

PHOTOGRAPHS



NEBRASKA HISTORIC BRIDGE INVENTORY

STRUCTURE NUMBER:	C009314415	NeHBS NUMBER:	YK00-264	YEAR BUILT:	1951
LOCATION:	JCT I-80/US HIGHWAY 81 5.5S .5E	FEATURE CARRIED:	O STREET	YEAR RECONSTRUCTED:	0
DISTRICT:	4	COUNTY:	York	FEATURE CROSSED:	WEST FORK BIG BLUE RIVER

UTM ZONE:	14	NORTHING:	4,511,038.67	EASTING:	619,187.50	TOWNSHIP:	09	RANGE:	02	DIRECTION W	SECTION:	19
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STATUS:	Extant - in service	OWNER:	County Highway Agency
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STRUCTURE LENGTH (FT):	223	BRIDGE TYPE:	Steel	APPROACH SPAN TYPE:	
LENGTH OF MAXIMUM SPAN (FT):	100		Stringer/multibeam or girder		
BRIDGE ROADWAY WIDTH (CURB-TO-CURB) (FT):	23.1	NUMBER OF MAIN SPANS:	3	NUMBER OF APPROACH SPANS:	0
DECK WIDTH (OUT-TO-OUT) (FT):	24.7	MAIN SPAN DETAILS:	Steel I-beam. Cantilever, with 4 rolled I-beams with bent plate diaphragms. Concrete deck and curb.	APPROACH SPAN DETAILS:	

TRUSS CONNECTION:		ARCHITECTURAL TREATMENTS:		BRIDGE PLAQUE TEXT:	
RAILING:	Metal beam				Capacity 20 tons, 8-64(3)-1, 1951.
SUBSTRUCTURE:	Concrete				
ENGINEER / DESIGNER:					

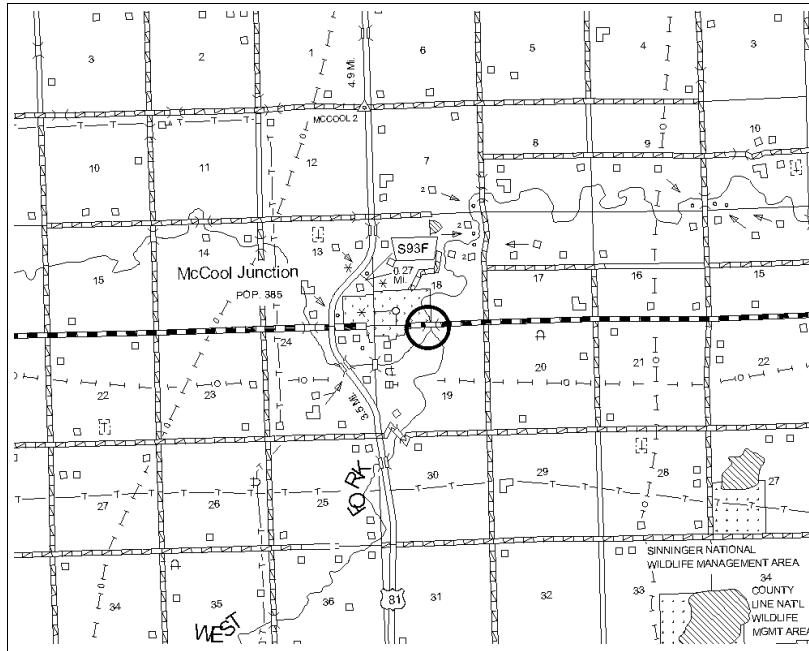
TYPE OF DEVELOPMENT:		ALTERATIONS:		DATE OF ALTERATION (IF KNOWN):	
	Town (small communities)				
SURROUNDING LAND USE:					
	Agricultural				

NBI HISTORIC CODE:	NATIONAL REGISTER DETERMINATION:	NATIONAL REGISTER DETERMINATION DATE:
5 - Not eligible for the NRHP	Not eligible	2007

REASON FOR NATIONAL REGISTER DETERMINATION:
Undistinguished example of an established bridge type with no evidence of engineering innovations or special features.

REASON NOT EVALUATED:

LOCATION MAP



ADDITIONAL INFORMATION:

Concrete abutments and 2 solid concrete piers.

SOURCES:

PHOTOGRAPHS

